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PENDULUM GRAVITY DATA IN THE UNITED STATES

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By

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PREFACE

The pendulum gravity data in this publication supersede those published in Special Publication No. 40, "Investigations of Gravity and Isostasy"; in Special Publication No. 99, "Isostatic Investigations and Data for Gravity Stations in the United States established since 1915"; and in the lithographed pamphlets entitled "Principal Facts for Gravity Stations in the United States," Parts 1 to 6, "Revised Data for Parts 1, 2, and 3," and "Descriptions of Gravity Stations, " Parts 1 to 6. This publication contains data on the pendulum gravity stations established by this Bureau from 1891 to 1948. Except for some of the early stations the numbering of the stations is in general chronological.

The methods of making pendulum gravity observations with the Mendenhall apparatus and with the Brown apparatus and the computational procedures employed are given in Special Publication No. 69, "Modern Methods for Measuring the Intensity of Gravity" (now out of print) and in Special Publication No. 232, "Pendulum Gravity Measurements and Isostatic Reductions."

This publication was prepared under the general direction of Captain H. W. Hemple, Chief of the Division of Geodesy. In the preparation of the manuscript, the author has received generous advice and assistance from various members of the Division of Geodesy. He wishes particularly to acknowledge the constructive criticisms and suggestions received from Donald A. Rice and A. D. Sollins and for the help received from Hyman Orlin and Nannielou Reier in compiling the gravity data. Acknowledgment is also given to C. N. Claire and N. F. Braaten for editing and to Marjorie L. Moffett for typing the manuscript.

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PENDULUM GRAVITY DATA IN THE UNITED STATES

INTRODUCTION

In the early seventies of the last century this Bureau became seriously interested in pendulum observations for the purpose of determination of the figure of the earth. The pendulum gravity work of this Bureau from that time to the present may be divided conveniently into four epochs.

The first epoch, extending from 1873 to 1891, may be considered as the experimental stage. During this epoch experiments were made with many different kinds of pendulums and pendulum receivers, and extensive research was carried on in both the theory and practice of making pendulum gravity observations. Charles Saunders Peirce was the principal investigator of this epoch. The pendulums used were of the Kater, Repsold, and Peirce types and were made of brass. The Repsold and one of the Peirce pendulums were of the reversible type with two knife edges. The effective lengths of the pendulums approximated either the yard or the meter.

The second epoch, extending from 1891 to 1920, is the first period of active field work in the United States. In 1891, T. C. Mendenhall constructed a vacuum-sealed pendulum receiver, which now bears his name. It is a one-pendulum apparatus, designed for a quarter-meter pendulum. In the first pendulums, the knife edge was mounted in the head of the pendulum and the supporting plane was rigidly mounted in the receiver. Before the turn of the century the plane and the knife edge had been interchanged, that is, the plane was mounted in the head of the pendulum and the knife edge rigidly secured to the receiver. The pendulums were constructed of aluminum bronze, consisting of 10% aluminum and 90% copper. A flash apparatus was used for observing coincidences of pendulum beats and chronometer ticks. In 1908, W. H. Burger developed the interferometer method of measuring the sway, or flexure, of the case.

In this epoch, from 1891 to 1920, stations 1 to 276 were established.

The third epoch of pendulum observations began in 1921 with the introduction of quarter-meter invar pendulums, the periods of invar pendulums being only about one-fifteenth as sensitive to temperature changes as those of bronze pendulums. In these pendulums, the agate plane was set in the head of the pendulum and the knife edge was mounted rigidly in the receiver. This epoch also was marked by the introduction of radio time-signals to replace star observations in determining the period of the pendulum. During the epoch 1921 to 1931 observations were made in the United States at stations 277 to 320.

The fourth epoch, extending from 1932 to 1949, is identified with the use of the vacuum receiver and recording device designed and constructed by E. J. Brown in 1932, using a quarter-meter invar pendulum. The outstanding features of the Brown receiver are:

1. The support brackets of the vacuum receiver are affixed at the height of the knife edge, thus substantially reducing the sway of the case.
2. It is equipped with a special lifting device for the pendulum, enabling the observer

to lift the pendulum off its knife edge for transportation and to let the pendulum down on the knife edge for swinging, thus making it unnecessary to open the case during an entire field season. This device protects the pendulum from damage during transportation.

A chronograph drum running at a speed of 10 centimeters a second was constructed by E. J. Brown. This chronograph is equipped with a special reading device, enabling the observer to scale the pendulum breaks and time-signal breaks to the nearest thousandth of a second.

Except for the war years this epoch has been a very active one. In the United States alone, *865 stations (stations 321 to 1185)* were established, almost three times as many as in the forty years preceding.

Inside the envelope in back cover, there is a map of the United States on which are shown the locations of all pendulum gravity stations established to date.

WASHINGTON BASE STATIONS

Three Washington stations have served for different epochs as base stations for the relative pendulum gravity determinations of the U. S. Coast and Geodetic Survey. Table I lists the several adopted values for these stations.

TABLE I.—*Adopted gravity values for Washington Base Stations*

Station		1891-1900	1900-12	1912-29	1929-32	1933-49	1949-
No.	Name						
		gals	*gals*	*gals*	*gals*	*gals*	*gals*
21	New Jersey Avenue Base	980.098	980.111	980.112	980.112	980.117	980.115
22	Smithsonian Inst. Base	980.100	980.113	980.114	980.114	980.119	980.118
337	Commerce Building Base	.....	.....	.....	980.113	980.118	980.118

The Smithsonian Institution Base was established by C. S. Peirce in 1883. It served as the base for all gravity work until 1891, when 980.100 gals was adopted as the value of gravity at the Smithsonian Institution Base on the basis of three comparisons with Hoboken, New Jersey, which gave values of 980.0895, 980.1017, and 980.1121 gals for the Smithsonian Institution Base. In 1891,[1] G. R. Putnam determined gravity at the New Jersey Avenue Base to be 2 milligals less than at the Smithsonian Institution Base, thus obtaining a value of 980.098 gals for the New Jersey Avenue Base.

In 1900, G. R. Putnam[2] made relative gravity determinations between the Washington stations and stations at Kew Observatory, Greenwich Observatory, London Polytechnic Institute, Potsdam Geodetic Institute, and Paris Observatory. From these observations he found a value of 980.111 gals for the New Jersey Avenue Base, which after 1912 was changed to 980.112 gals on the basis of Borrass' adjustment[3] published in 1911.

Since the Richards Building (which housed the New Jersey Avenue Base) was torn down before the Department of Commerce Building was built, it was necessary to use another base station in the interim.

In 1929, E. J. Brown found the difference in gravity from the New Jersey Avenue Base

[1] U. S. Coast and Geodetic Survey Annual Report for 1891, Part II, pp. 521-522, 563-564.

[2] U. S. Coast and Geodetic Survey Annual Report for 1901, pp. 345 to 355.

[3] E. Borrass, Bericht über die Relativen Messungen der Schwerkraft mit Pendelapparaten in der Zeit von 1808 bis 1909 und über ihre Darstellung im Potsdamer Schweresystem, Comptes Rendus de l'Association Géodésique Internationale, Réunie de 1909, Volume III.

to the Smithsonian Institution Base to be +3.2 milligals compared to Putnam's difference (reduced to Brown's station) of +2.4 milligals. The mean of these two differences is +2.8 milligals, which would have given a value of 980.115 gals for the Smithsonian Institution Base. However, the previously adopted value of 980.114 gals was retained.

In 1932, J. P. Lushene determined the difference in gravity from the Smithsonian Institution Base to the Commerce Building Base to be −1.9 milligals.

From the Putnam-Brown connection and the Lushene connection, the difference from the New Jersey Avenue Base to the Commerce Building Base was +0.9 milligal, so that a value of 980.113 gals was obtained for the Commerce Building Base.

In the winter of 1932–1933, E. J. Brown made a connection from the Commerce Building Base to the absolute-gravity station in Potsdam. Brown determined a value of 980.118 gals for the Commerce Building Base, the value still in use as the datum to which all U. S. Coast and Geodetic Survey gravity values are referred.

The adoption of this value made it necessary to increase all gravity values determined through 1932 by five milligals.

TABLE II.—*Observed differences of gravity for Washington Base Stations*

Station		Pendulum				Gravity Meter			
From—	To—	G.R.P. 1891	E.J.B. 1929	J.P.L. 1932	A.J.H. 1947	S.H. 1946	C.L.D. 1947	G.P.W. 1948	G.R.S. 1949
		Milligals	*Milligals*	*Milligals*	*Milligals*	*Milligals*	*Milligals*	*Milligals*	*Milligals*
New Jersey Avenue Base	Smithsonian Inst. Base	+2.4	+3.2	.....	.....	.....	.....	+3.4	+3.4
New Jersey Avenue Base	Commerce Building Base	.....	.....	.....	.....	+4.4	+4.2	+4.5	+4.5
Smithsonian Inst. Base	Commerce Building Base	.....	.....	−1.9	−0.3	.....	.....	+1.1	+1.1

The initials in Table II refer to the following observers:

G.R.P.—G. R. Putnam, U. S. Coast and Geodetic Survey.
E.J.B.—E. J. Brown, U. S. Coast and Geodetic Survey.
J.P.L.—J. P. Lushene, U. S. Coast and Geodetic Survey.
A.J.H.—A. J Hoskinson, U. S. Coast and Geodetic Survey.
S.H.—Sigmund Hammer, Gulf Research and Development Company.
C.L.D.—C. L. Drake, Columbia University.
G.P.W.—G. P. Woollard, Princeton University.
G.R.S.—G. R. Shelton, U. S. Coast and Geodetic Survey.

During the past few years, gravity-meter connections have cast doubt on the exactness of the relative gravity values of the Washington Base Stations. In 1947, Albert J Hoskinson found a pendulum difference from the Smithsonian Institution Base to the Commerce Building Base of −0.3 milligal, quite at variance with Lushene's difference of −1.9 milligals.

Using the Putnam-Brown difference of +2.8 milligals from the New Jersey Avenue Base to the Smithsonian Institution Base, but replacing Lushene's difference by Hoskinson's difference of −0.3 milligal from the Smithsonian Institution Base to the Commerce Building Base, the difference in gravity from the New Jersey Avenue Base to the Commerce Building Base becomes +2.5 milligals. Since the value of 980.118 gals for the Commerce Building Base is being retained, the following values are now adopted for the other two Washington stations; 980.118 gals for the Smithsonian Institution Base, and 980.115 gals for the New Jersey Avenue Base.

To agree with this reduction of two milligals in the value adopted for the New Jersey Avenue Base, the values for all stations determined prior to 1932 have been reduced by two milligals in this publication.

This change of two milligals is further substantiated by Coast and Geodetic Survey repeat pendulum observations relative to the Commerce Building Base at stations established

before 1929 where the original observations were relative to the New Jersey Avenue Base. The results from 20 repeat stations indicated that the New Jersey Avenue Base was 2.2 milligals too high with respect to the Commerce Building Base.

Similarly, gravity-meter connections by various oil companies between pendulum stations determined relative to the New Jersey Avenue Base and pendulum stations determined relative to the Commerce Building Base indicated the New Jersey Avenue Base to be too high by approximately 2½ milligals.

The pendulum and gravity-meter differences involving the base stations in Washington are summarized in Table II.

The adopted differences of gravity are summarized in Table III.

TABLE III.—*Adopted differences of gravity for Washington Base Stations*

Station		1891–1932	1933–49	1949–
From—	To—			
		Milligals	*Milligals*	*Milligals*
New Jersey Ave. Base	Smithsonian Inst. Base	+2	+2	+3
New Jersey Ave. Base	Commerce Building Base	....	+1	+3
Smithsonian Inst. Base	Commerce Building Base	....	−1	0

G. R. Putnam's pendulum gravity connection is discussed in U. S. Coast and Geodetic Survey Annual Report for 1891, page 564, and Sigmund Hammer's gravity-meter ties are analyzed in the Transactions of the American Geophysical Union, 1947, pages 157–161. The results of the other gravity ties have not been published heretofore.

EXPLANATION OF TABLES OF PRINCIPAL FACTS

This publication contains two tables of pendulum gravity data. Table IV contains the adopted pendulum gravity data together with the gravity anomalies. Table V contains the observed gravity data whenever more than one pendulum gravity determination has been made and whenever, for some other reason, the adopted value of gravity differs from the observed one.

TABLE IV

The first eight columns of Table IV are self-explanatory.

Column nine contains the observed or adopted value of gravity referred to a value of 980.118 gals at the Commerce Building Base or 980.115 gals at the New Jersey Avenue Base. This column gives the observed values for all stations except where indicated by special notes.

In cases where gravity-meter ties have indicated that the pendulum values are in error with respect to those at neighboring stations by ten or more milligals, the observed value has been rejected and it is so designated on that same line.

Column ten contains the theoretical value of gravity based on the International Gravity Formula[4], as adopted by the International Association of Geodesy at its meeting in Stockholm in 1930. The International Formula reads:

$$\gamma_0 = 978.049\ (1 + 0.0052884 \sin^2\phi - 0.0000059 \sin^2 2\phi)$$

where γ_0 is the theoretical value of gravity at sea level for latitude ϕ.

[4] Resolution of adoption of International Gravity Formula, Bulletin Géodésique, Vol. 27, July–Sept. 1930, p. 239.

The coefficients of the International Formula of Gravity are based on the parameters of the International Ellipsoid as adopted by the International Association of Geodesy at its meeting in Madrid in 1924.

Columns 11 to 16 contain various kinds of anomalies.

The free-air anomaly given in column 11 is obtained by subtracting the theoretical value of gravity, corrected for elevation of station, from the observed value of gravity. The elevation correction is given by the formula:

$$\text{Elevation correction} = -\ 0.00030855\ h - 0.00000022\ h \cos 2\phi + 0.000072 \left(\frac{h}{1000}\right)^2$$

where h is the elevation of the station in meters.

The Bouguer anomaly, given in column 12, is obtained by subtracting from the observed value of gravity the theoretical value of gravity corrected for elevation of station and for the effect of topography within a radius of about 100 miles from the station, a density of 2.67 being assumed for the topography.

The last four columns contain isostatic anomalies based on the Pratt-Hayford hypothesis for three different depths of compensation. In the Pratt-Hayford theory of isostasy it is assumed that topography above sea level is compensated for by a deficiency of density directly under the topography. The deficiency of density is assumed to be constant from the surface of the ground down to the assumed depth of compensation. Similarly a deficiency in the oceans is compensated for by a constant excess density from the bottom of the ocean down to the depth of compensation.

The theoretical values of gravity used to obtain isostatic anomalies in columns 13, 14, and 15 are obtained by correcting the theoretical value at sea level for the elevation of station, for the effect of the topography of the whole earth, and for the effect of the compensation for the three assumed depths of compensation respectively. The three different anomalies are obtained by subtracting each of the corresponding corrected theoretical values from the observed value.

The isostatic anomaly given in the last column is obtained by applying an additional correction for the indirect effect to the isostatic anomaly given in column 14. The correction for the indirect effect is for the effect of the mass between the surface of the geoid and the surface of the reference ellipsoid.

Further information on the subject of isostasy, particularly in regard to the Pratt-Hayford hypothesis, may be obtained from the following U. S. Coast and Geodetic Survey special publications which may be purchased from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.:

1. Special Publication No. 10, "The Effect of Topography and Isostatic Compensation upon the Intensity of Gravity," 1912.
2. Special Publication No. 40, "Investigation of Gravity and Isostasy," 1917.
3. Special Publication No. 232, "Pendulum Gravity Measurements and Isostatic Reductions," 1942.

TABLE V

Table V contains supplemental data for those stations which have been occupied more than once and for those stations for which gravity values have been adopted which differ from the values actually observed. It gives the observers, dates, and observed values for each occupation of the station. All observed gravity values for any one station are reduced to the same adopted position and elevation.

For those stations occupied more than once, the adopted value of gravity is the mean of the observed values when these are in good agreement; otherwise the more reliable values are adopted.

The adopted values of the 1933 season (marked by asterisks) are five milligals greater than the observed values, because the reoccupations from 1936 through 1948 of nine of the stations established in 1933 indicated that the 1933 values averaged five milligals too low.

NOTES REGARDING ELEVATIONS OF STATIONS

Most of the earlier stations were located in public or semi-public buildings in cities. The elevations were frequently determined by hand leveling from known bench marks or from the elevation of the railroad tracks at the railroad station.

In the more recent pendulum work where elevations had to be determined from more distant bench marks or other known elevations, either barometric, trigonometric, or spirit leveling was used in most cases.

In barometric leveling, at least two aneroid altimeters were used. The stationary altimeter remained at the gravity station and was read every five or ten minutes, while the traveling altimeter was read at the gravity station, then transported to the bench mark, read there, returned and read again at the gravity station. From check wye-leveling measurements, it appears that the elevations are usually correct within 10 feet.

In trigonometric leveling vertical angles were measured with the vertical circle on a theodolite or similar instrument. Elevations determined by this method are probably accurate within five feet or less.

The term spirit leveling as used here is single-run leveling with any standard leveling instrument and rod, the rod being read to the nearest tenth or hundredth of a foot, and with lengths of sights up to several hundreds of meters.

TABLE IV.—*Principal facts for gravity stations*

Station			Chief of party	Year	Latitude ϕ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
1	Key West	Fla.	G. R. P.	1896	24 33.6	81 48.4	1	978.973	978.939	+0.034	+0.034	+0.012	+0.003	−0.001	+0.005
2	West Palm Beach	Fla.	W. H. B.	1915	26 42.8	80 02.8	2	979.132	979.090	+.043	+.043	+.024	+.016	+.012	+.018
3	Punta Gorda	Fla.	W. H. B.	1909	26 56.2	82 03	1	979.130	979.107	+.023	+.023	+.013	+.006	+.003	+.008
4	Apalachicola	Fla.	W. H. B.	1909	29 43.5	84 58.8	4.3	979.325	979.316	+.010	+.009	+.002	−.003	−.005	.000
5	New Orleans*	La.			29 56.9	90 04.3	2.4	979.326*	979.334	−.007	−.007	−.014	−.018	−.020	−.015
6	Rayville	La.	W. H. B.	1909	32 28	91 45	25.9	979.546	Observed gravity rejected						
7	Galveston*	Tex.			29 18.2	94 47.5	2.3	979.276*	979.284	−.007	−.007	−.013	−.015	−.017	−.013
8	Point Isabel	Tex.	W. H. B.	1909	26 04.7	97 12.4	7.7	979.079	979.045	+.036	+.036	+.029	+.025	+.023	+.027
9	Laredo*	Tex.			27 30.5	99 31.2	125.6	979.084*	979.149	−.026	−.040	−.020	−.019	−.019	−.016
10	Austin (capitol)*	Tex.			30 16.5	97 44.3	164.3	979.292*	979.359	−.016	−.035	−.013	−.015	−.015	−.012
11	Austin (university)	Tex.	G. R. P.	1895	30 17.2	97 44.2	189	979.286	979.360	−.016	−.037	−.015	−.017	−.017	−.014
12	McAlester	Okla.	W. H. B	1909	34 56.2	95 45.6	239.9	979.636	979.740	−.030	−.057	−.031	−.031	−.032	−.029
13	Little Rock*	Ark.	G. R. P.	1896	34 44.9	92 16.4	89.0	979.724*	979.724	+.027	+.017	+.029	+.028	+.028	+.031
14	Columbia	Tenn.	W. H. B.	1909	35 36.7	87 02.5	207	979.762	979.798	+.028	+.007	+.025	+.023	+.022	+.025
15	Atlanta	Ga.	G. R. P.	1896	33 45.3	84 23.5	324.0	979.527	979.641	−.014	−.051	−.024	−.028	−.030	−.025
16	McCormick	S. C.	W. H. B.	1909	33 54.8	82 18.0	162.2	979.627	979.654	+.023	+.004	+.019	+.016	+.014	+.018
17	Charleston	S. C.	G. R. P.	1896	32 47.2	79 56.0	6.1	979.549	979.561	−.010	−.011	−.019	−.024	−.026	−.021
18	Beaufort	N. C.	W. H. B.	1909	34 43.1	76 39.8	1.5	979.732	979.722	+.011	+.011	−.010	−.022	−.026	−.020
19	Charlottesville	Va.	G. R. P.	1894	38 02.0	78 30.3	166	979.941	980.007	−.015	−.032	−.013	−.016	−.017	−.013
20	Deer Park	Md.	G. R. P.	1894	39 25.0	79 19.8	770	979.938	980.129	+.047	−.036	+.021	+.010	+.006	+.013
21	New Jersey Avenue Base	D. C.	G. R. P.	1891	38 53.2	77 00.5	13.7	980.115	980.082	+.037	+.036	+.039	+.037	+.035	+.039
22	Smithsonian Institution Base	D. C.	T. C. M.	1891	38 53.3	77 01.5	10.4	980.118	980.082	+.039	+.038	+.042	+.039	+.038	+.042
23	Baltimore	Md.	E. D. P.	1893	39 17.8	76 37.3	30	980.100	Observed gravity rejected						
23A	Baltimore	Md.	R. W. W.	1938	39 17.8	76 37.3	30.5	980.114	980.118	+.005	+.002	+.006	+.003	+.002	+.006
24	Philadelphia	Pa.	G. R. P.	1894	39 57.1	75 11.7	15.8	980.199	980.176	+.028	+.026	+.025	+.021	+.018	+.023
25	Princeton	N. J.	G. R. P.	1894	40 21.0	74 39.5	64.0	980.181	980.212	−.011	−.018	−.018	−.023	−.025	−.020
26	Hoboken	N. J.	T. C. M.	1891	40 44	74 02	10.7	980.272	980.246	+.030	+.028	+.027	+.024	+.022	+.026
27	New York	N. Y.	E. S.	1899	40 48.5	73 57.7	38.1	980.270	980.252	+.029	+.025	+.025	+.021	+.019	+.024
28	Worcester*	Mass.			42 16.5	71 48.5	170.0	980.328*	980.384	−.003	−.023	−.013	−.019	−.022	−.016
29	Boston	Mass.	G. R. P.	1894	42 21.6	71 03.8	22	980.399	980.392	+.014	+.012	+.008	+.004	+.002	+.006
30	Cambridge	Mass.	G. R. P.	1894	42 22.8	71 07.8	14	980.401	980.393	+.012	+.010	+.008	+.004	+.001	+.006
31	Calais	Maine	G. R. P.	1895	45 11.2	67 16.9	38	980.634	980.646	.000	−.005	−.003	−.007	−.008	−.004
32	Ithaca	N. Y.	G. R. P.	1894	42 27.1	76 29.0	246.9	980.303	980.400	−.020	−.048	−.015	−.019	−.022	−.016
33	Cleveland	Ohio	G. R. P.	1894	41 30.4	81 36.6	210	980.244	980.315	−.006	−.028	−.004	−.005	−.006	−.003
34	Cincinnati	Ohio	G. R. P.	1894	39 08.3	84 25.3	245	980.007	980.104	−.022	−.048	−.022	−.024	−.024	−.021
35	Terre Haute	Ind.	G. R. P.	1894	39 28.7	87 23.8	150.9	980.075	980.134	−.013	−.030	−.010	−.011	−.011	−.008

* See Table V † Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude ϕ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	meters	gals	gals	gal	gal	gal	gal	gal	gal
36	Chicago	Ill.	G. R. P.	1894	41 47.4	87 35.9	182	980.281	980.340	−0.003	−0.024	−0.004	−0.004	−0.004	−0.001
37	Madison	Wis.	E. S.	1906	43 04.6	89 24.0	270	980.368	980.456	−.005	−.035	−.006	−.008	−.008	−.005
38	St. Louis	Mo.	G. R. P.	1894	38 38.0	90 12.2	153.9	980.004	980.060	−.008	−.026	−.008	−.008	−.007	−.005
39	Kansas City	Mo.	G. R. P.	1894	39 05.8	94 35.4	278.3	979.993	980.100	−.022	−.053	−.022	−.023	−.023	−.020
40	Ellsworth	Kans.	G. R. P.	1894	38 43.7	98 13.5	469	979.929	980.068	+.006	−.045	+.010	+.010	+.010	+.013
41	Wallace	Kans.	G. R. P.	1894	38 54.7	101 35.4	1,005	979.758	980.084	−.016	−.128	−.010	−.014	−.016	−.010
42	Colorado Springs	Colo.	G. R. P.	1894	38 50.8	104 49.5	1,841.8	979.493	980.078	−.017	−.223	+.006	−.005	−.008	+.001
43	Pikes Peak	Colo.	G. R. P.	1894	38 50.4	105 02.5	4,293.1	978.957	980.078	+.203	−.220	+.045	+.024	+.018	+.030
44	Denver	Colo.	G. R. P.	1894	39 40.6	104 57.1	1,639.5	979.612	980.152	−.034	−.219	−.011	−.014	−.016	−.009
45	Gunnison	Colo.	G. R. P.	1894	38 32.6	106 56.0	2,340	979.345	980.052	+.015	−.245	+.036	+.022	+.016	+.028
46	Grand Junction	Colo.	G. R. P.	1894	39 04.2	108 33.9	1,398	979.636	980.098	−.031	−.186	+.022	+.021	+.020	+.026
47	Green River	Utah	G. R. P.	1894	38 59.4	110 09.9	1,243	979.639	980.091	−.068	−.204	−.028	−.025	−.025	−.020
48	Pleasant Valley Junction	Utah	G. R. P.	1894	39 50.8	111 00.8	2,191	979.515	980.167	+.024	−.217	+.020	+.005	.000	+.011
49	Salt Lake City	Utah	G. R. P.	1894	40 46.1	111 53.8	1,322	979.806	980.249	−.035	−.179	+.009	+.008	+.006	+.013
50	Grand Canyon	Wyo.	G. R. P.	1894	44 43.7	110 29.7	2,386.0	979.902	980.605	+.033	−.234	+.020	+.004	−.002	+.009
51	Norris Geyser Basin	Wyo.	G. R. P.	1894	44 44.2	110 42.0	2,276	979.953	980.606	+.049	−.202	+.038	+.023	+.018	+.029
52	Lower Geyser Basin	Wyo.	G. P. R.	1894	44 33.4	110 48.1	2,200	979.935	980.589	+.025	−.223	+.016	+.002	−.003	+.008
53	Seattle (university)	Wash.	G. R. P.	1899	47 39.6	122 18.3	58	980.736	980.869	−.115	−.120	−.100	−.095	−.095	−.093
54	San Francisco	Calif.	T. C. M.	1891	37 47.5	122 25.7	114.3	979.968	979.986	+.018	+.007	−.008	−.018	−.022	−.016
55	Mount Hamilton	Calif.	T. C. M.	1891	37 20.4	121 38.6	1,281.7	979.663	979.946	+.112	−.009	+.017	+.001	−.004	+.004
56	Seattle (high school)*	Wash.			47 36.5	122 19.8	74	980.728*	980.865	−.114	−.122	−.101	−.097	−.096	−.095
57	Iron River*	Mich.			46 05.4	88 38.4	460.9	980.633*	980.728	+.047	−.005	+.038	+.033	+.031	+.036
58	Ely*	Minn.	R. W. W.	1940	47 54.1	91 51.6	449.6	980.755*	980.891	+.003	−.048	−.004	−.007	−.008	−.004
59	Pembina	N. Dak.	W. H. B.	1909	48 58.1	97 14.9	242.6	980.920	Observed gravity rejected						
60	Mitchell	S. Dak.	W. H. B.	1909	43 41.8	98 01.8	408	980.378	980.512	−.008	−.053	−.004	−.003	−.002	.000
61	Sweetwater	Tex.	W. H. B.	1910	32 28.1	100 24.3	655.0	979.308	Observed gravity rejected						
62	Kerrville	Tex.	W. H. B.	1910	30 02.7	99 08.6	497.7	979.224	Observed gravity rejected						
63	El Paso	Tex.	W. H. B.	1910	31 46.3	106 29.0	1,146.0	979.127	979.478	+.002	−.127	+.012	+.010	+.009	+.015
64	Nogales	Ariz.	W. H. B.	1910	31 20.3	110 56.6	1,180.8	979.064	979.444	−.015	−.148	−.027	−.039	−.044	−.035
65	Yuma	Ariz.	W. H. B.	1910	32 43.3	114 37.0	53.9	979.532	979.556	−.007	−.013	+.004	+.006	+.006	+.008
66	Compton	Calif.	W. H. B.	1910	33 53.4	118 13.2	19.8	979.591	979.652	−.055	−.057	−.051	−.054	−.056	−.052
67	Goldfield	Nev.	W. H. B.	1910	37 42.2	117 14.5	1,731**	979.459	979.978	+.015	−.180	+.002	−.010	−.015	−.005
68	Yavapai	Ariz.	W. H. B.	1910	36 03.9	112 07.1	2,148.8	979.195	979.836	+.022	−.180	+.006	−.004	−.008	+.001
69	Grand Canyon	Ariz.	W. H. B.	1910	36 05.3	112 06.8	847.0	979.466	979.838	−.111	−.184	−.002	−.010	−.014	−.005
70	Gallup	N. Mex.	W. H. B.	1910	35 31.8	108 44.2	1,992.8	979.173	979.791	−.003	−.227	−.004	−.015	−.020	−.010

* See Table V ** Elevation doubtful † Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude φ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
71	Las Vegas	N. Mex.	W. H. B.	1910	35 35.8	105 13.1	1,959.6	979.207	979.796	+0.015	−0.205	+0.013	+0.001	−0.003	+0.007
72	Shamrock	Tex.	W. H. B.	1910	35 12.8	100 15.3	709.2	979.580	979.764	+.035	−.045	+.033	+.030	+.029	+.034
73	Denison	Tex.	W. H. B.	1910	33 45.4	96 32.8	232.1	979.569	979.641	−.001	−.027	−.004	−.004	−.004	−.002
73A	Denison	Tex.	C. I. A.	1936	33 45.4	96 32.8	233.8	979.569	979.641	.000	−.026	−.003	−.004	−.004	−.001
74	Minneapolis	Minn.	H. D. K.	1910	44 58.7	93 13.9	256.1	980.600	980.627	+.052	+.023	+.055	+.055	+.055	+.058
75	Lead	S. Dak.	H. D. K.	1910	44 21.1	103 45.6	1,590	980.173	980.571	+.093	−.083	+.062	+.052	+.049	+.056
76	Bismarck*	N. Dak.			46 48.5	100 47.1	514.4	980.628*	980.793	−.006	−.064	.000	.000	−.001	+.003
77	Hinsdale	Mont.	H. D. K.	1910	48 23.8	107 05.3	661	980.742	980.935	+.011	−.060	+.025	+.027	+.028	+.030
78	Sandpoint	Idaho	H. D. K.	1910	48 16.4	116 33.3	637	980.683	980.924	−.044	−.116	.000	.000	.000	+.004
79	Boise	Idaho	H. D. K.	1910	43 37.2	116 12.3	822.0	980.215	980.505	−.036	−.128	+.006	+.010	+.010	+.014
80	Astoria	Oreg.	H. D. K.	1910	46 11.3	123 50.2	1	980.730	980.737	−.007	−.007	−.009	−.014	−.015	−.012
81	Sisson	Calif.	H. D. K.	1910	41 18.3	122 19.6	1,048	979.975	980.297	+.001	−.111	+.009	−.007	−.014	−.003
82	Rock Springs	Wyo.	H. D. K.	1910	41 35.1	109 13.2	1,909.6	979.742	980.322	+.009	−.206	+.022	+.016	+.013	+.022
83	Paxton	Nebr.	H. D. K.	1910	41 07.4	101 21.3	932	979.985	980.281	−.008	−.109	−.007	−.009	−.010	−.005
84	Bureau of Standards	D. C.	W. H. B.	1910	38 56.3	77 04.0	103.1	980.098	980.086	+.043	+.032	+.037	+.034	+.033	+.037
84A	Bureau of Standards	D. C.	E. J. B.	1932	38 56.5	77 03.9	95.1	980.100	980.087	+.042	+.032	+.038	+.035	+.034	+.038
85	North Hero*	Vt.	H. D. K.	1910	44 49.1	73 17.5	35.1	980.591*	980.613	−.011	−.015	+.001	+.001	.000	+.004
86	Lake Placid	N. Y.	W. H. B.	1909	44 17.5	73 59.1	570.9	980.424	980.565	+.035	−.029	+.018	+.009	+.006	+.012
87	Potsdam	N. Y.	W. H. B.	1909	44 40.1	74 58.8	130.8	980.574	980.599	+.015	.000	+.020	+.019	+.018	+.021
88	Wilson	N. Y.	W. H. B.	1909	43 18.4	78 49.6	87	980.434	980.477	−.016	−.026	−.015	−.014	−.014	−.012
89	Alpena	Mich.	W. H. B.	1909	45 03.8	83 27.0	178.3	980.558	Observed gravity rejected						
90	Virginia Beach	Va.	H. D. K.	1911	36 50.5	75 58.4	3.6	979.875	979.903	−.027	−.028	−.041	−.049	−.053	−.047
91	Durham	N. C.	H. D. K.	1911	36 00.2	78 56	126	979.838	979.831	+.046	+.032	+.041	+.036	+.034	+.039
92	Fernandina*	Fla.			30 40.2	81 27.7	3.0	979.410*	979.390	+.021	+.020	+.013	+.009	+.007	+.011
93	Wilmer*	Ala.			30 49.3	88 21.5	68.4	979.349*	979.402	−.032	−.040	−.041	−.045	−.047	−.043
94	Aliceville	Ala.	H. D. K.	1911	33 07.6	88 10.8	61	979.555	979.589	−.015	−.024	−.021	−.022	−.023	−.020
95	New Madrid*	Mo.			36 35.6	89 31.6	88.8	979.858*	979.882	+.004	−.006	+.005	+.005	+.005	+.008
96	Mena	Ark.	H. D. K.	1911	34 35.2	94 14.6	368.5	979.555	979.711	−.042	−.084	−.055	−.059	−.060	−.056
97	Nacogdoches*	Tex.			31 36.2	94 39.3	92.4	979.426*	979.465	−.010	−.021	−.013	−.015	−.016	−.013
98	Alpine	Tex.	H. D. K.	1911	30 21.5	103 39.7	1,360.3	978.994	979.366	+.048	−.105	+.037	+.025	+.021	+.030
99	Farwell	Tex.	H. D. K.	1911	34 23.0	103 02.4	1,258.8	979.296	979.694	−.009	−.151	−.016	−.022	−.024	−.017
99A	Farwell	Tex.	C. I. A.	1936	34 23.0	103 02.4	1,261.4	979.295	979.694	−.009	−.152	−.017	−.022	−.024	−.018
100	Guymon	Okla.	H. D. K.	1911	36 40.7	101 28.7	948.8	979.574	979.889	−.022	−.130	−.024	−.025	−.026	−.021

* See Table V † Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude φ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	meters	gals	gals	gal	gal	gal	gal	gal	gal
101	Helenwood	Tenn.	T. L. W.	1911	36 25.9	84 32.6	422	979.789	979.868	+0.051	+0.003	+0.044	+0.038	+0.036	+0.041
102	Cloudland	Tenn.	W. H. B.	1909	36 06.2	82 07.9	1,890	979.386	979.840	+.129	−.057	+.020	+.004	−.001	+.008
103	Hughes*	Tenn.	T. L. W.	1911	36 08.5	82 07.2	1,001.1	979.556*	979.843	+.022	−.086	−.012	−.027	−.032	−.023
104	Charleston	W. Va.	T. L. W.	1911	38 20.9	81 37.7	184	979.939	980.035	−.039	−.058	−.027	−.028	−.029	−.025
105	State College	Pa.	T. L. W.	1911	40 47.9	77 51.8	357.8	980.127	980.252	−.014	−.055	−.018	−.023	−.025	−.020
106	Fort Kent	Maine	W .H. B.	1909	47 15.0	68 35.6	159.7	980.768	980.832	−.015	−.033	−.008	−.012	−.014	−.009
107	Prentice	Wis.	T. L. W.	1911	45 32.6	90 17.8	469.2	980.565	980.678	+.031	−.022	+.022	+.018	+.017	+.021
108	Fergus Falls	Minn.	T. L. W.	1911	46 17.2	96 05.0	365.9	980.625	980.746	−.008	−.049	−.008	−.008	−.009	−.006
109	Sheridan*	Wyo.	H. E. McC	1934	44 48.0	106 58.7	1,149.9	980.244*	980.611	−.012	−.138	+.024	+.011	+.010	+.015
110	Boulder	Mont.	T. L. W.	1911	46 14.2	112 07.3	1,493	980.255	980.741	−.025	−.194	−.006	−.015	−.018	−.010
111	Skykomish	Wash.	T. L. W.	1911	47 42.4	121 22.3	280	980.710	980.873	−.077	−.097	−.018	−.027	−.030	−.024
112	Olympia	Wash.	T. L. W.	1911	47 03.4	122 52.7	19	980.828	980.815	+.019	−.021	+.029	+.030	+.031	+.032
113	Heppner	Oreg.	T. L. W.	1911	45 21.4	119 33.2	598	980.440	980.662	−.037	−.105	−.031	−.030	−.030	−.027
114	Truckee	Calif.	T. L. W.	1911	39 19.6	120 11.4	1,805.0	979.588	Observed gravity rejected						
115	Winnemucca	Nev.	T. L. W.	1911	40 58.4	117 43.8	1,311	979.847	980.267	−.016	−.163	−.007	−.010	−.012	−.005
116	Ely	Nev.	T. L. W.	1911	39 14.9	114 53.4	1,962	979.504	980.114	−.005	−.221	−.004	−.019	−.025	−.013
117	Guernsey	Wyo.	T. L. W.	1911	42 16.1	104 44.0	1,322	979.992	980.383	+.017	−.126	+.034	+.034	+.033	+.039
118	Pierre	S. Dak.	T. L. W.	1911	44 21.9	100 20.8	454	980.430	980.572	−.002	−.051	+.008	+.011	+.011	+.014
119	Fort Dodge	Iowa	T. L. W.	1911	42 30.8	94 11.4	340.1	980.314	980.405	+.014	−.025	+.013	+.012	+.011	+.015
120	Keithsburg	Ill.	T. L. W.	1911	41 06.4	90 56	166.4	980.214	980.279	−.014	−.033	−.010	−.010	−.010	−.008
121	Grand Rapids	Mich.	T. L. W.	1911	42 58.0	85 39.5	235.8	980.375	980.446	+.002	−.025	−.002	−.004	−.004	−.001
122	Angola	Ind.	T. L. W.	1911	41 37.7	85 00.6	318.0	980.247	980.326	+.019	−.017	+.012	+.008	+.007	+.011
123	Albany*	N. Y.			42 39.1	73 46.1	61.0	980.347*	980.418	−.052	−.059	−.040	−.042	−.044	−.040
124	Port Jervis	N. Y.	T. L. W.	1911	41 22.4	74 41.1	140.7	980.225	980.303	−.035	−.050	−.028	−.034	−.037	−.031
125	Atlantic City	N. J.	C. L. G.	1914	39 21.9	74 25.0	3.0	980.115	980.124	−.008	−.009	−.018	−.024	−.027	−.022
126	Bridgehampton	N. Y.	C. L. G.	1914	40 56.0	72 18.4	9.8	980.255	980.264	−.006	−.007	−.017	−.022	−.025	−.020
127	Chatham	Mass.	C. L. G.	1914	41 40.7	69 57.3	1.5	980.336	980.330	+.006	+.006	−.007	−.014	−.017	−.012
128	Rockland	Maine	C. L. G.	1914	44 06.3	69 06.9	9.4	980.539	980.549	−.007	−.008	−.010	−.013	−.014	−.010
129	Lancaster	N. H.	C. L. G.	1914	44 29.5	71 34.3	261.8	980.489	980.584	−.014	−.043	−.003	−.011	−.014	−.008
130	Whitehall	N. Y.	C. L. G.	1914	43 33.0	73 23.8	42	980.432	980.499	−.054	−.058	−.034	−.036	−.038	−.033
131	*Little Falls*	N. Y.	C. L. G.	1914	43 02.7	74 51.2	136.6	980.377	980.453	−.034	−.048	−.014	− 018	−.020	−.015
132	Watertown	N. Y.	C. L. G.	1914	43 58.3	75 54.6	147.2	980.464	980.537	−.027	−.044	−.024	−.025	−.026	−.022
133	Southport	N. Y.	C. L. G.	1914	42 03.7	76 48.6	266.1	980.254	980.365	−.028	−.058	−.019	−.025	−.027	−.022
134	Erie	Pa.	C. L. G.	1914	42 07.8	80 04.8	198	980.281	980.371	−.029	−.052	−.028	−.029	−.030	−.027
135	Parkersburg	W. Va.	J. D. P.	1914	39 16.0	81 33.7	185	980.025	980.116	−.034	−.054	−.025	−.027	−.028	−.024

* See Table V † Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude φ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	meters	gals	gals	gal	gal	gal	gal	gal	gal
136	Columbus	Ohio	J. D. P.	1914	39 57.8	82 59.4	231.0	980.092	980.177	−0.014	−0.040	−0.012	−0.013	−0.014	−0.010
137	Indianapolis	Ind.	J. D. P.	1914	39 45.9	86 08.8	217.3	980.093	980.160	.000	−.024	.000	−.002	−.002	+.001
138	Springfield	Ill.	J. D. P.	1914	39 47.7	89 39.5	182.6	980.092	980.162	−.014	−.035	−.015	−.015	−.015	−.012
139	Lebanon	Mo.	J. D. P.	1914	37 41.1	92 39.1	385.0	979.877	979.977	+.019	−.024	+.012	+.009	+.008	+.012
140	Joplin	Mo.	J. D. P.	1914	37 05.4	94 30.8	303.0	979.844	979.925	+.013	−.022	+.011	+.010	+.010	+.013
141	Fort Smith	Ark.	J. D. P.	1914	35 23.3	94 25.5	134.7	979.709	979.779	−.028	−.043	−.018	−.018	−.018	−.015
142	Texarkana	Ark.	J. D. P.	1914	33 25.5	94 02.5	99.1	979.590	979.614	+.007	−.004	+.007	+.006	+.006	+.009
143	Hot Springs	Ark.	J. D. P.	1914	34 30.1	93 03.6	189.6	979.662	979.703	+.017	−.004	+.015	+.013	+.012	+.016
144	Alexandria*	La.			31 18.7	92 26.7	24.1	979.431*	979.441	−.003	−.006	−.005	−.007	−.008	−.004
145	Laurel*	Miss.			31 41.7	89 07.8	80.9	979.468*	979.472	+.021	+.012	+.015	+.012	+.011	+.015
146	Richmond	Va.	J. D. P.	1915	37 32.2	77 26.1	29.9	979.963	979.964	+.009	+.005	+.006	+.002	.000	+.004
147	Emporia	Va.	J. D. P.	1915	36 41.2	77 32.6	36.6	979.901	979.890	+.022	+.018	+.017	+.012	+.010	+.015
148	Greenville	N. C.	J. D. P.	1915	35 36.8	77 22.3	16.8	979.790	979.798	−.002	−.004	−.012	−.019	−.022	−.017
149	Wilmington*	N. C.			34 14.2	77 56.6	8.5	979.668*	979.681	−.011	−.012	−.023	−.031	−.034	−.028
150	Cheraw	S. C.	J. D. P.	1915	34 42.0	79 54	54.9	979.714	979.720	+.011	+.004	+.008	+.004	+.003	+.007
151	Charlotte	N. C.	J. D. P.	1915	35 13.8	80 50.8	228.0	979.730	979.765	+.035	+.009	+.030	+.026	+.024	+.029
152	Asheville	N. C.	J. D. P.	1915	35 35.9	82 33.3	670.3	979.606	979.796	+.016	−.059	+.009	−.002	−.006	+.002
153	Cleveland	Tenn.	J. D. P.	1915	35 09.4	84 52.9	263	979.652	979.759	−.026	−.054	−.022	−.026	−.028	−.023
154	Winston-Salem	N. C.	J. D. P.	1915	36 06.1	80 14	284.1	979.721	979.840	−.031	−.063	−.035	−.039	−.041	−.036
155	Knoxville	Tenn.	J. D. P.	1915	35 57.7	83 55	280	979.715	979.828	−.027	−.058	−.021	−.024	−.026	−.021
156	Bristol	Va.	J. D. P.	1915	36 35.4	82 12	514	979.715	979.882	−.008	−.066	−.009	−.016	−.020	−.013
157	Homestead	Fla.	C. L. G.	1915	25 28.4	80 28.9	4	978.988	979.002	−.013	−.013	−.029	−.039	−.042	−.037
158	Sebring	Fla.	C. L. G.	1915	27 30.2	81 25.8	34	979.138	979.148	.000	−.003	−.013	−.020	−.023	−.018
159	Titusville	Fla.	C. L. G.	1915	28 36.7	80 48.4	3	979.246	979.231	+.016	+.016	+.004	−.004	−.007	−.002
160	Leesburg	Fla.	C. L. G.	1915	28 48.6	81 53	30	979.238	979.246	+.001	−.002	−.011	−.017	−.020	−.015
161	Cedar Keys	Fla.	C. L. G.	1915	29 08.3	83 02.1	2.4	979.260	979.271	−.010	−.011	−.018	−.023	−.025	−.021
162	Macon	Ga.	C. L. G.	1915	32 50.3	83 37.6	99.4	979.555	979.565	+.020	+.009	+.020	+.017	+.016	+.020
163	Albany	Ga.	C. L. G.	1915	31 34.7	84 09.5	57.9	979.452	979.463	+.007	.000	+.006	+.002	.000	+.004
164	Pensacola	Fla.	C. L. G.	1915	30 24.5	87 12.9	1.8	979.363	979.370	−.006	−.006	−.012	−.017	−.018	−.014
165	Opelika	Ala.	C. L. G.	1915	32 38.8	85 22.8	245.1	979.459	979.549	−.015	−.042	−.027	−.031	−.033	−.028
166	Huntsville	Ala.	C. L. G.	1915	34 43.8	86 35.2	200	979.636	979.723	−.025	−.047	−.023	−.027	−.028	−.025
167	Arkansas City	Ark.	C. L. G.	1915	33 36.5	91 12.2	43.6	979.603	979.629	−.012	−.017	−.014	−.015	−.015	−.012
168	Memphis	Tenn.	C. L. G.	1915	35 08.7	90 03.3	80.3	979.743	979.758	+.010	+.001	+.009	+.008	+.008	+.011
169	Mammoth Spring	Ark.	C. L. G.	1915	36 29.3	91 33	156.1	979.831	979.873	+.006	−.011	+.012	+.011	+.010	+.013
170	Hopkinsville	Ky.	C. L. G.	1915	36 51.6	87 28	176	979.858	979.905	+.007	−.012	+.004	+.002	+.001	+.004

* See Table V † Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude φ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	meters	gals	gals	gal	gal	gal	gal	gal	gal
171	Danville	Ky.	C. L. G.	1915	37 38.9	84 46.4	300	979.858	979.973	−0.022	−0.055	−0.027	−0.031	−0.033	−0.028
172	Clifton Forge	Va.	C. L. G.	1915	37 49.1	79 49.6	325	979.847	979.988	−.041	−.077	−.028	−.035	−.038	−.032
173	Greenville	Ala.	C. L. G.	1915	31 49.8	86 37.5	130.1	979.442	979.483	−.001	−.016	−.009	−.013	−.014	−.010
174	Birmingham	Ala.	C. L. G.	1915	33 30.8	86 48.8	179	979.539	979.621	−.027	−.047	−.032	−.036	−.038	−.034
175	Lexington	Va.	C. L. G.	1915	37 47.2	79 26.6	324	979.862	979.985	−.023	−.059	−.020	−.025	−.028	−.022
176	Prestonsburg	Ky.	C. L. G.	1915	37 40.6	82 45.6	193	979.884	979.976	−.032	−.054	−.023	−.026	−.028	−.023
177	Traverse City	Mich.	J. D. P.	1915	44 45.8	85 37.2	180.1	980.553	980.608	+.001	−.020	+.002	+.001	.000	+.004
178	Seney	Mich.	J. D. P.	1915	46 20.8	85 57.6	223.4	980.688	980.751	+.006	−.019	+.002	+.001	+.001	+.004
179	Oconto	Wis.	J. D. P.	1915	44 53.2	87 52.0	181.1	980.535	980.619	−.028	−.049	−.026	−.026	−.026	−.024
180	Grand Rapids	Wis.	J. D. P.	1915	44 23.6	89 46	306.0	980.441	980.575	−.039	−.074	−.041	−.042	−.042	−.039
181	Winona	Minn.	J. D. P.	1915	44 03.2	91 38.4	201.2	980.488	980.544	+.006	−.017	+.017	+.016	+.016	+.019
182	Baldwin	Wis.	J. D. P.	1915	44 57.8	92 23	342.0	980.474	980.626	−.047	−.085	−.051	−.052	−.052	−.049
183	Cumberland	Wis.	J. D. P.	1915	45 32.4	92 00	379.8	980.518	980.678	−.043	−.086	−.048	−.050	−.051	−.047
184	Cambridge	Minn.	J. D. P.	1915	45 34.0	93 11	303.0	980.559	980.681	−.028	−.062	−.028	−.028	−.028	−.025
185	Brainerd	Minn.	J. D. P.	1915	46 21.3	94 12.1	367.3	980.652	980.752	+.014	−.028	+.012	+.011	+.010	+.014
186	Aberdeen	S. Dak.	C. L. G.	1915	45 27.5	98 29.0	396	980.553	980.671	+.004	−.040	+.008	+.009	+.009	+.012
187	Faith	S. Dak.	C. L. G.	1915	45 01.3	102 04	786	980.407	980.631	+.019	−.068	+.014	+.013	+.013	+.016
188	Marmarth	N. Dak.	C. L. G.	1915	46 18.4	103 53	822.4	980.524	980.747	+.030	−.062	+.036	+.034	+.033	+.038
189	Towner	N. Dak.	C. L. G.	1915	48 20.3	100 26	450.7	980.817	980.930	+.026	−.025	+.029	+.029	+.029	+.032
190	Crosby	N. Dak.	C. L. G.	1915	48 54.7	103 19	598.9	980.813	980.982	+.016	−.052	+.018	+.017	+.017	+.020
191	Crookston	Minn.	J. D. P.	1915	47 46.2	96 36	260.3	980.802	980.879	+.003	−.026	+.008	+.009	+.009	+.012
192	Poplar	Mont.	C. L. G.	1915	48 06.8	105 12	608	980.730	980.910	+.008	−.060	+.015	+.016	+.017	+.019
193	Miles City	Mont.	C. L. G.	1915	46 24.2	105 50	718	980.542	980.756	+.008	−.071	+.028	+.028	+.028	+.032
194	Huntley	Mont.	C. L. G.	1915	45 54.0	108 19.6	919	980.413	980.711	−.014	−.116	+.006	+.008	+.008	+.012
195	Lander	Wyo.	C. L. G.	1915	42 50.0	108 43	1,635.3	979.917	980.434	−.013	−.194	+.030	+.024	+.021	+.030
196	Faribault	Minn.	J. D. P.	1915	44 17.8	93 15	301.4	980.507	980.566	+.034	.000	+.036	+.035	+.034	+.038
197	St. James	Minn.	J. D. P.	1915	43 58.6	94 36	330.1	980.440	980.537	+.005	−.032	+.006	+.006	+.005	+.009
198	Edgemont	S. Dak.	C. L. G.	1915	43 17.7	103 49.2	1,066	980.186	980.476	+.039	−.078	+.053	+.051	+.051	+.055
199	Dawson	Minn.	J. D. P.	1915	44 55.8	96 01	322.8	980.535	980.623	+.012	−.025	+.016	+.017	+.016	+.019
200	Cokato	Minn.	J. D. P.	1915	45 04.5	94 12	318.8	980.545	980.636	+.007	−.029	+.007	+.007	+.006	+.010
201	Wasta	S. Dak.	C. L. G.	1915	44 04.2	102 25	706	980.342	980.545	+.015	−.062	+.026	+.028	+.028	+.031
202	Moorcroft	Wyo.	C. L. G.	1915	44 15.5	104 58	1,295	980.186	980.562	+.024	−.118	+.024	+.020	+.019	+.024
203	Duluth	Minn.	J. D. P.	1915	46 47.0	92 06.4	215.8	980.761	980.790	+.037	+.014	+.048	+.048	+.048	+.051
204	Osage	Iowa	J. D. P.	1915	43 16.8	92 48.5	355.7	980.342	980.474	−.022	−.063	−.026	−.028	−.028	−.025
205	Randolph	Nebr.	C. L. G.	1915	42 23.0	97 19	515	980.239	980.394	+.004	−.053	−.001	−.001	−.001	+ 002

† Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude ϕ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
206	Valentine	Nebr.	C. L. G.	1915	42 52.3	100 31	785	980.214	980.437	+0.019	−0.069	+0.019	+0.016	+0.015	+0.020
207	Wheeling	W. Va.	J. D. P.	1915	40 04.0	80 43.3	205	980.088	980.186	−.035	−.058	−.027	−.030	−.032	−.027
208	Leon	Iowa	C. L. G.	1915	40 44.6	93 45	343.5	980.136	980.247	−.005	−.044	−.009	−.011	−.012	−.008
209	Laurel	Md.	C. L. G.	1915	39 06.3	76 51.0	53.3	980.121	980.101	+.036	+.030	+.035	+.032	+.030	+.034
210	Harrisburg	Pa.	J. D. P.	1915	40 16.0	76 53.1	103.6	980.142	980.204	−.030	−.042	−.026	−.029	−.030	−.026
211	Pittsburgh	Pa.	J. D. P.	1915	40 27.4	80 00.6	235	980.121	980.221	−.027	−.053	−.023	−.026	−.027	−.023
212	Rockville	Md.	C. L. G.	1915	39 04.9	77 08.8	128.6	980.114	980.099	+.054	+.040	+.048	+.045	+.044	+.048
213	Upper Marlboro	Md.	C. L. G.	1915	38 49.0	76 45.2	11.6	980.088	980.076	+.016	+.014	+.015	+.012	+.010	+.014
214	Fairfax	Va.	C. L. G.	1915	38 47.7	77 19.6	115.2	980.082	980.074	+.044	+.031	+.038	+.034	+.033	+.037
215	Crisfield	Md.	J. D. P.	1915	37 58.8	75 50.7	1.2	979.988	980.002	−.014	−.014	−.023	−.029	−.031	−.026
216	Fredericksburg	Va.	J. D. P.	1916	38 18.1	77 27.5	158	980.030	980.030	+.004	+.003	+.007	+.004	+.003	+.007
217	Dover	Del.	J. D. P.	1915	39 09.7	75 32.0	11.6	980.102	980.106	−.001	−.002	−.008	−.012	−.014	−.010
218	North Tamarack	Mich.	J. F. H.	1902	47 15.8	88 27.6	370.3	980.769	980.834	+.050	+.008	+.030	+.029	+.029	+.032
219	Hagerstown	Md.	C. L. G.	1916	39 38.5	77 43.5	165.8	980.051	980.149	−.046	−.065	−.045	−.048	−.050	−.045
220	Bellingham	Wash.	C. L. G.	1916	48 45.1	122 28.6	20	980.887	980.967	−.074	−.076	−.050	−.046	−.044	−.044
221	Everett	Wash.	C. L. G.	1916	47 58.6	122 12.5	41	980.784	980.898	−.101	−.106	−.080	−.076	−.075	−.074
222	Issaquah	Wash.	C. L. G.	1916	47 31.6	122 02.2	39	980.766	980.857	−.079	−.083	−.051	−.048	−.048	−.046
223	Port Angeles	Wash.	C. L. G.	1916	48 07.0	123 25.9	24	980.878	980.910	−.025	−.027	−.009	−.011	−.012	−.009
224	Port Townsend	Wash.	C. L. G.	1916	48 06.8	122 45.6	30	980.861	980.910	−.040	−.043	−.027	−.025	−.024	−.023
225	Port Gamble	Wash.	C. L. G.	1916	47 51.3	122 35.1	17	980.861	980.887	−.021	−.023	−.003	−.001	.000	+.001
226	Bremerton	Wash.	C. L. G.	1916	47 34.4	122 37.8	6	980.813	980.861	−.046	−.047	−.029	−.027	−.026	−.025
227	Tacoma	Wash.	C. L. G.	1916	47 15.2	122 26.3	26	980.791	980.833	−.034	−.037	−.018	−.015	−.014	−.013
228	Moclips	Wash.	C. L. G.	1916	47 14.6	124 13.4	8	980.773	980.832	−.057	−.058	−.062	−.066	−.068	−.064
229	Portland	Oreg.	C. L. G.	1916	45 31.4	122 40.7	8	980.649	980.677	−.026	−.027	−.009	−.009	−.010	−.007
230	Tillamook	Oreg.	C. L. G.	1916	45 27.4	123 50.6	5	980.703	980.671	+.034	+.034	+.032	+.026	+.024	+.028
231	Newport	Oreg.	C. L. G.	1916	44 38.2	124 03.3	48	980.604	980.597	+.022	+.017	+.013	+.008	+.006	+.010
232	Eugene	Oreg.	C. L. G.	1916	44 02.7	123 05.6	129	980.493	980.543	−.010	−.024	+.009	+.007	+.005	+.010
233	Marshfield	Oreg.	C. L. G.	1916	43 22.0	124 13.4	24	980.495	980.482	+.020	+.018	+.012	+.004	+.002	+.006
234	Glendale	Oreg.	C. L. G.	1916	42 44.2	123 25.8	434	980.305	980.425	+.014	−.030	+.020	+.011	+.007	+.014
235	Tehama	Calif.	C. L. G.	1916	40 01.6	122 07.2	65.2	980.125	980.183	−.038	−.045	−.001	+.001	.000	+.004
236	Sacramento	Calif.	C. L. G.	1916	38 34.8	121 29.8	5.8	980.021	980.055	−.032	−.033	−.014	−.012	−.012	−.008
237	Willits	Calif.	C. L. G.	1916	39 24.9	123 22	420	980.010	980.129	+.011	−.036	−.021	−.039	−.046	−.037
238	Eureka	Calif.	C. L. G.	1916	40 48.2	124 09.7	12	980.223	980.252	−.025	−.026	−.039	−.048	−.052	−.046
239	Santa Rosa	Calif.	C. L. G.	1916	38 26.4	122 43.0	48	980.024	980.043	−.004	−.010	−.016	−.027	−.032	−.024
240	San Diego	Calif.	M. S.	1916	32 42.8	117 09.9	6.7	979.531	979.555	−.022	−.022	−.025	−.030	−.032	−.027

† Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude φ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
241	Oceanside	Calif.	M. S.	1916	33 11.6	117 22.5	38.7	979.571	979.594	−0.012	−0.015	−0.013	−0.015	−0.017	−0.012
242	Highland	Calif.	M. S.	1916	34 07.5	117 12.5	392.6	979.479	979.672	−.072	−.113	−.038	−.049	−.054	−.045
243	Pomona	Calif.	M. S.	1916	34 03.2	117 45.2	258.2	979.549	979.666	−.037	−.066	−.022	−.030	−.033	−.026
244	Long Beach	Calif.	M. S.	1916	33 46.3	118 11.6	8.2	979.619	979.642	−.021	−.021	−.023	−.025	−.027	−.022
245	Redondo Beach	Calif.	M. S.	1916	33 50.6	118 23.3	23.2	979.618	979.648	−.023	−.025	−.027	−.030	−.031	−.027
246	Burbank	Calif.	M. S.	1916	34 11.1	118 18.9	186.5	979.593	979.677	−.026	−.046	−.011	−.019	−.023	−.016
247	Palmdale	Calif.	M. S.	1916	34 34.8	118 06.9	808.0	979.465	979.710	+.004	−.086	−.008	−.022	−.028	−.019
248	Mojave	Calif.	M. S.	1916	35 03.2	118 10.4	838.2	979.474	979.750	−.018	−.112	−.022	−.034	−.039	−.030
249	Maricopa	Calif.	M. S.	1916	35 03.8	119 24.0	256.6	979.603	979.751	−.069	−.096	−.051	−.061	−.065	−.057
250	Ventura	Calif.	M. S.	1916	34 16.8	119 17.6	23.8	979.599	979.685	−.078	−.079	−.071	−.079	−.083	−.076
251	Concepcion	Calif.	M. S.	1916	34 26.9	120 28.3	64.9	979.688	979.699	+.009	+.007	−.025	−.037	−.041	−.034
252	Avila	Calif.	M. S.	1916	35 10.6	120 43.9	13.4	979.755	979.761	−.001	−.001	−.012	−.024	−.029	−.021
253	San Lucas	Calif.	M. S.	1916	36 07.8	121 01.2	121.9	979.790	979.842	−.014	−.027	−.013	−.026	−.031	−.023
254	Monterey	Calif.	M. S.	1916	36 36.0	121 53.8	5.8	979.893	979.882	+.012	+.015	−.015	−.026	−.030	−.024
255	Hollister	Calif.	M. S.	1916	36 51.1	121 24.2	87.8	979.840	979.904	−.037	−.046	−.035	−.046	−.050	−.043
256	Palo Alto	Calif.	M. S.	1916	37 26.6	122 09.7	14.6	979.957	979.956	+.006	+.006	−.006	−.017	−.021	−.014
257	San Gregorio	Calif.	M. S.	1916	37 19.4	122 23.3	16.5	979.953	979.945	+.013	+.014	−.012	−.026	−.030	−.023
258	Point Reyes Sta.	Calif.	M. S.	1916	38 04.0	122 48.7	7.9	980.027	980.010	+.020	+.020	+.001	−.012	−.016	−.009
259	Duncans Mills	Calif.	M. S.	1916	38 27.3	123 03.8	7	980.042	980.044	.000	.000	−.018	−.031	−.036	−.029
260	Clarksburg	W. Va.	M. S.	1917	39 16.8	80 20.3	306	980.011	980.117	−.012	−.046	−.004	−.008	−.010	−.005
261	Rowlesburg	W. Va.	M. S.	1917	39 20.8	79 40.2	421	979.996	980.123	+.003	−.041	+.011	+.003	.000	+.006
262	Terra Alta	W. Va.	M. S.	1917	39 26.9	79 32.9	790	979.934	980.132	+.046	−.036	+.020	+.010	+.006	+.013
263	Corinth	W. Va.	M. S.	1917	39 25.6	79 29.4	751	979.939	980.130	+.041	−.041	+.018	+.007	+.003	+.010
264	Kitzmiller	Md.	M. S.	1917	39 23.6	79 10.4	493	979.978	980.127	+.003	−.048	+.005	−.004	−.008	−.001
265	Pennington	N. J.	M. S.	1917	40 20.0	74 47.6	56.4	980.166	980.210	−.027	−.033	−.032	−.036	−.038	−.034
266	Glen Ridge	N. J.	M. S.	1917	40 48.1	74 12.2	58.2	980.221	980.252	−.013	−.019	−.016	−.021	−.023	−.018
267	Plainsboro	N. J.	M. S.	1917	40 20.0	74 35.8	26.2	980.193	980.210	−.009	−.012	−.013	−.017	−.019	−.014
268	Hartford*	Conn.			41 44.8	72 41.8	37.5	980.340*	980.336	+.015	+.011	+.015	+.011	+.009	+.013
269	Hill City*	S. Dak.			43 55.9	103 34.1	1,518	980.138*	980.533	+.073	−.096	+.053	+.042	+.038	+.046
270	Newcastle	Wyo.	E. W. E.	1919	43 51.4	104 11.8	1,328	980.145	980.526	+.029	−.114	+.036	+.029	+.026	+.033
271	Bridgeport*	Nebr.			41 40.1	103 05.9	1,117.1	979.970*	980.329	−.015	−.140	−.007	−.009	−.010	−.004
272	Buford	Wyo.	E. W. E.	1919	41 07.4	105 18.3	2,396	979.633	980.281	+.091	−.171	+.060	+.047	+.042	+.053
273	Boulder	Colo.	E. W. E.	1919	40 01.2	105 16.6	1,630	979.624	980.182	−.055	−.234	−.008	−.014	−.017	−.008
274	Lafayette	Colo.	E. W. E.	1919	39 59.8	105 05.2	1,595	979.640	980.180	−.048	−.224	−.020	−.021	−.023	−.016
275	Brighton	Colo.	E. W. E	1919	39 59.3	104 48.9	1,511	979.682	980.179	−.031	−.199	−.008	−.008	−.009	−.003

* See Table V † Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude ϕ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
276	Idaho Springs	Colo.	E. W. E.	1919	39 44.6	105 31.1	2,303	979.461	980.158	+0.014	−0.231	+0.042	+0.024	+0.018	+0.030
277	Fort Morgan	Ala.	G. D. C.	1921	30 13.8	88 01.2	2.4	979.335	979.356	−.020	−.020	−.027	−.032	−.034	−.030
278	Chandeleur Island	La.	G. D. C.	1921	30 02.8	88 52.3	2	979.318	979.341	−.022	−.022	−.030	−.035	−.037	−.033
279	Port Eads	La.	G. D. C.	1921	29 01.0	89 09.8	2	979.271	979.262	+.010	+.010	−.014	−.021	−.024	−.019
280	Burrwood	La.	G. D. C.	1921	28 58.0	89 22.8	2	979.301	979.258	+.044	+.044	+.023	+.016	+.013	+.018
281	Fort St. Philip	La.	G. D. C.	1921	29 21.8	89 27.9	2	979.317	979.288	+.030	+.030	+.018	+.011	+.008	+.013
282	Pointe a la Hache	La.	G. D. C.	1921	29 34.7	89 47.7	2	979.327	979.305	+.023	+.023	+.014	+.009	+.006	+.011
283	Timbalier Island	La.	G. D. C.	1921	29 02.8	90 21.3	2	979.252	979.264	−.011	−.011	−.024	−.031	−.033	−.029
284	Morgan City	La.	G. D. C.	1921	29 41.7	91 12.5	2	979.321	979.314	+.008	+.008	+.002	−.002	−.005	.000
284A	Morgan City	La.	C. I. A.	1936	29 41.7	91 12.5	2.1	979.318	979.314	+.005	+.004	−.002	−.007	−.009	−.004
285	Sabine	Tex.	G. D. C.	1921	29 43.4	93 52.0	3.4	979.294	979.316	−.021	−.022	−.026	−.028	−.029	−.026
286	Beaumont*	Tex.			30 05.2	94 06.0	5.5	979.327*	979.345	−.016	−.017	−.019	−.021	−.022	−.019
296	Wilkins Well*	Kans.	R. W. W.	1938	39 04.3	97 03.9	361.2	979.962*	980.098	−.025	−.066	−.021	−.021	−.022	−.018
297	Zeandale	Kans.	F. E. J.	1922	39 09.7	96 25.6	312	979.962	Observed gravity rejected						
298	Doyle Well*	Kans.			39 12.4	96 05.4	294.1	979.990*	980.110	−.029	−.063	−.024	−.025	−.025	−.022
299	Seneca Well	Kans.	F. E. J.	1922	39 50.4	96 03.6	351	980.022	Observed gravity rejected						
300	Wapanucka*	Okla.	R. W. W.	1938	34 22.3	96 25.4	193.2	979.666*	979.692	+.033	+.011	+.036	+.036	+.036	+.039
301	Troy*	Okla.			34 19.5	96 46.9	282.4	979.662*	979.689	+.060	+.028	+.057	+.056	+.056	+.059
302	Idle Wilde*	Okla.	R. W. W.	1939	34 13.2	97 07.3	252.4	979.596*	979.680	−.006	−.035	−.005	−.006	−.006	−.003
303	Lowery*	Okla.	R. W. W.	1939	34 14.0	97 30.6	292.3	979.600*	979.681	+.009	−.024	+.008	+.007	+.007	+.010
304	Carter*	Okla.	C. I. A.	1936	34 11.3	97 32.7	279.8	979.608*	979.677	+.017	−.015	+.016	+.015	+.015	+.018
304A	Carter	Okla.	R. W. W.	1939	34 11.3	97 32.6	280.6	979.607	979.677	+.016	−.015	+.015	+.015	+.014	+.018
305	Busby*	Okla.	C. I. A.	1936	34 18.4	97 31.6	327.0	979.590*	979.687	+.004	−.033	.000	−.002	−.002	+.002
306	Saline No. 1*	Tex.	R. W. W.	1939	32 39.9	95 42.6	111.2	979.518*	979.551	+.001	−.011	+.003	+.002	+.002	+.005
307	Saline No. 2*	Tex.	C. I. A.	1936	32 39.8	95 39.8	123.9	979.520*	979.551	+.007	−.006	+.008	+.007	+.007	+.010
308	Saline No. 3*	Tex.	R. W. W.	1939	32 40.1	95 45.2	143.1	979.517*	979.551	+.010	−.006	+.009	+.008	+.008	+.011
309	Taylor	Tex.	F. E. J.	1922	30 34.1	97 24.5	172.8	979.321	979.382	−.008	−.028	−.009	−.010	−.011	−.008
310	Georgetown*	Tex.	C. I. A.	1937	30 38.0	97 40.1	230.7	979.308*	979.387	−.008	−.034	−.010	−.012	−.012	−.009
311	Damon No. 1*	Tex.	A. J. H.	1933	29 20.0	95 43.6	18.9	979.266*	979.286	−.014	−.016	−.017	−.020	−.021	−.017
312	Damon No. 2*	Tex.	A. J. H.	1933	29 17.4	95 44.7	43.3	979.256*	979.283	−.013	−.018	−.019	−.022	−.023	−.019
313	Damon No. 3*	Tex.	A. J. H.	1933	29 15.9	95 45.6	17.7	979.259*	979.281	−.016	−.018	−.019	−.022	−.023	−.019
314	Pasadena	Calif.	D. B. P.	1924	34 08.1	118 07.6	228.6	979.577	979.673	−.025	−.049	−.012	−.020	−.024	−.017
315	Mt. Wilson	Calif.	D. B. P.	1924	34 13.4	118 03.4	1,719.4	979.253	979.680	+.103	−.060	+.003	−.012	−.018	−.009

* See Table V † Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude φ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	meters	gals	gals	gal	gal	gal	gal	gal	gal
316	Oberlin	Ohio	L. W. T.	1924	41 17.5	82 13.2	248	980.208	980.296	−0.011	−0.035	−0.011	−0.013	−0.013	−0.011
317	Raleigh	N. C.	J. B. D.	1926	35 47.5	78 40.3	125.0	979.780	979.813	+.006	−.009	−.003	−.008	−.010	−.006
318	Searles	Calif.	E. J. B.	1926	35 30.4	117 39.3	972.0	979.497	979.789	+.008	−.101	.000	−.008	−.011	−.003
319	Buffalo	N. Y.	E. J. M.	1925	42 57.1	78 49.3	210	980.363	980.445	−.017	−.038	−.018	−.019	−.020	−.017
320	Miami	Fla.	J. P. L.	1930	25 42.8	80 15.1	7	979.037	979.019	+.020	+.020	.000	−.008	−.012	−.006
321	Naval Research Laboratory*	D. C.			38 49.4	77 01.5	7.0	980.110*	980.076	+.036	+.035	+.038	+.035	+.034	+.037
321A	Southern Railway Building	D. C.	J. P. L.	1930	38 53.7	77 00.3	19.4	980.116	980.083	+.039	+.037	+.040	+.038	+.036	+.040
322	Gaithersburg*	Md.	R. W. W.	1939	39 08.2	77 11.9	156.0	980.112*	980.104	+.056	+.038	+.048	+.045	+.043	+.047
323	Quantico	Va.	A. J. H.	1932	38 31.5	77 17.2	12	980.059	980.050	+.013	+.011	+.015	+.012	+.011	+.015
324	Williamsburg	Va.	A. J. H.	1932	37 15.6	76 40.8	26	979.926	979.940	−.005	−.009	−.015	−.020	−.023	−.018
325	William and Mary*	Va.	C. I. A.	1936	37 16.3	76 42.6	29	979.926*	979.941	−.006	−.009	−.015	−.021	−.023	−.018
326	Hadensville	Va.	A. J. H.	1932	37 49.5	78 00.2	134	979.965	979.989	+ 017	+.002	+.012	+.009	+.007	+.011
327	Afton	Va.	A. J. H.	1932	38 01.8	78 51.5	588	979.843	980.007	+.017	−.043	−.006	−.013	−.016	−.010
328	Churchville	Va.	A. J. H.	1932	38 13.9	79 11.0	486	979.857	980.024	−.017	−.069	−.021	−.029	−.033	−.026
329	Monterey	Va.	A. J. H.	1932	38 23.5	79 33.0	1,065	979.754	980.038	+.045	−.069	.000	−.015	−.020	−.012
330	Durbin	W. Va.	A. J. H.	1932	38 36.0	79 50.9	1,149	979.762	980.057	+.060	−.064	+.011	−.005	−.010	−.001
331	Beverly	W. Va.	A. J. H.	1932	38 53.1	79 50.7	638	979.898	980.082	+.013	−.056	+.008	−.003	−.007	.000
332	Pennsboro	W. Va.	A. J. H.	1932	39 16.4	81 03.2	307	980.006	980.116	−.015	−.044	−.014	−.016	−.017	−.013
333	Uniontown	Pa.	A. J. H.	1932	39 51.3	79 39.6	789	979.962	980.168	+.037	−.043	+.001	−.006	−.009	−.003
334	Summit Mills	Pa.	A. J. H.	1932	39 47.6	79 10.0	967	979.931	980.162	+.067	−.037	+.018	+.007	+.003	+.010
335	Berkeley Springs	W. Va.	A. J. H.	1932	39 37.0	78 15.6	280	980.032	980.146	−.028	−.055	−.027	−.031	−.033	−.028
336	Braddock Heights	Md.	A. J. H.	1932	39 25.7	77 30.0	299	980.068	980.130	+.031	−.002	+.014	+.011	+.009	+.014
337	Commerce Building Base	D. C.	J. P. L.	1932	38 53.6	77 02.0	0.2	980.118	980.083	+.036	+.036	+.040	+.037	+.036	+.040
338	Geophysical Laboratory	D. C.	J. P. L.	1932	38 56.6	77 03.4	88.1	980.104	980.087	+.044	+.035	+.040	+.037	+.036	+.040
339	Mechum River	Va.	A. J. H.	1932	38 03.8	78 39.0	151	979.938	980.010	−.025	−.041	−.015	−.020	−.022	−.017
340	Alexander City	Ala.	A. J. H.	1932	32 56.4	85 57.0	208	979.482	979.574	−.028	−.050	− 034	−.038	−.040	−.036
341	Goodwater	Ala.	A. J. H.	1932	33 02.8	86 05.5	282	979.485	979.582	−.010	−.035	−.018	−.023	−.025	−.021
342	Sylacauga	Ala.	A. J. H.	1932	33 09.3	86 15.0	176	979.520	979.591	−.017	−.036	−.019	−.023	−.025	−.020
343	Leeds	Ala.	A. J. H.	1932	33 32.6	86 33.5	194	979.542	979.623	−.021	−.042	−.024	−.028	−.030	−.025
344	Calcis	Ala.	A. J. H.	1932	33 25.7	86 27.1	188	979.540	979.614	−.016	−.035	−.018	−.022	−.024	−.019
345	Childersburg	Ala.	A. J. H.	1932	33 17.1	86 20.5	122	979.550	979.602	−.014	−.027	−.012	−.016	−.017	−.013
346	Adamsville	Ala.	A. J. H.	1932	33 36.3	86 57.6	196	979.553	979.629	−.016	−.036	−.021	−.024	−.026	−.021
347	Dora	Ala.	A. J. H.	1932	33 43.8	87 04.6	144	979.595	979.639	.000	−.015	−.001	−.003	−.004	−.001
348	York	Ala.	A. J. H.	1932	32 27.5	88 20.0	70	979.487	979.534	−.025	−.032	−.030	−.033	−.034	−.031
349	Ward	Ala.	A. J. H.	1932	32 21.0	88 18.5	66	979.491	979.525	−.014	−.021	−.019	−.022	−.023	−.020
350	Edna	Ala.	A. J. H.	1932	32 15.5	88 05.5	47.9	979.498	979.518	−.005	−.010	−.008	−.010	−.011	−.008

* See Table V † Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude φ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
351	Myrtlewood	Ala.	A. J. H.	1932	32 12.5	87 58.5	51	979.484	979.514	−0.014	−0.020	−0.018	−0.021	−0.022	−0.019
352	Octagon	Ala.	A. J. H.	1932	32 12.0	87 46.0	84	979.482	979.513	−.005	−.014	−.012	−.015	−.016	−.013
353	Magnolia	Ala.	A. J. H.	1932	32 08.0	87 40.0	95	979.469	979.508	−.010	−.020	−.017	−.021	−.022	−.019
354	Arlington	Ala.	A. J. H.	1932	32 03.0	87 34.0	46	979.475	979.501	−.012	−.017	−.015	−.018	−.020	−.016
355	Yellow Bluff	Ala.	A. J. H.	1932	31 58.0	87 30.5	28	979.474	979.494	−.011	−.014	−.013	−.016	−.017	−.014
356	Capell	Ala.	A. J. H.	1932	31 56.5	87 21.0	66.4	979.469	979.492	−.003	−.010	−.007	−.010	−.011	−.008
357	Boxelder	S. Dak.	A. J. H.	1932	44 06.8	103 03.3	916	980.273	980.549	+.007	−.094	+.016	+.014	+.013	+.018
358	Rapid City	S. Dak.	A. J. H.	1932	44 05.7	103 16.9	1,035	980.266	980.548	+.037	−.077	+.045	+.040	+.039	+.044
359	Pactola	S. Dak.	A. J. H.	1932	44 04.1	103 29.1	1,370	980.194	980.545	+.072	−.077	+.062	+.053	+.050	+.057
360	Tigerville	S. Dak.	A. J. H.	1932	43 59.6	103 41.1	1,780	980.102	980.539	+.112	−.085	+.070	+.057	+.053	+.061
361	Smith Ranch	S. Dak.	A. J. H.	1932	43 47.3	103 30.7	1,626	980.108	980.520	+.090	−.091	+.053	+.043	+.040	+.047
362	Provo	S. Dak.	A. J. H.	1932	43 11.6	103 49.4	1,133	980.156	980.466	+.040	−.086	+.046	+.044	+.044	+.048
363	Moon	S. Dak.	A. J. H.	1932	43 56.0	103 59.9	1,928	980.061	980.533	+.123	−.090	+.071	+.058	+.054	+.062
364	Osage	Wyo.	A. J. H.	1932	43 58.9	104 24.9	1,330	980.157	980.537	+.030	−.115	+.033	+.027	+.025	+.031
365	Kara	Wyo.	A. J. H.	1932	44 11.8	104 51.0	1,317	980.179	980.557	+.028	−.118	+.029	+.024	+.022	+.028
366	Gillette	Wyo.	A. J. H.	1932	44 17.5	105 29.5	1,387	980.168	980.565	+.031	−.123	+.027	+.022	+.020	+.027
367	Ulm	Wyo.	A. J. H.	1932	44 39.2	106 35.5	1,358	980.157	980.598	−.022	−.171	−.018	−.021	−.023	−.017
368	Buffalo	Wyo.	A. J. H.	1932	44 18.8	106 41.3	1,445	980.107	980.567	−.014	−.174	−.002	−.008	−.011	−.003
369	Acme	Wyo.	A. J. H.	1932	44 54.4	107 00.5	1,120	980.258	980.621	−.017	−.142	+.007	+.004	+.003	+.009
370	Ranchester	Wyo.	A. J. H.	1932	44 54.5	107 09.5	1,156	980.243	980.621	−.021	−.149	+.008	+.004	+.002	+.009
371	Dayton	Wyo.	A. J. H.	1932	44 51.7	107 17.3	1,212	980.217	980.617	−.026	−.158	+.012	+.005	+.002	+.010
372	Steamboat Point	Wyo.	A. J. H.	1932	44 47.4	107 23.7	2,405	980.011	980.610	+.144	−.117	+.078	+.062	+.057	+.067
373	Burgess Ranger Station	Wyo.	A. J. H.	1932	44 46.4	107 30.9	2,456	980.009	980.609	+.158	−.111	+.089	+.070	+.065	+.075
374	Medicine Mountain	Wyo.	A. J. H.	1932	44 48.8	107 52.0	2,756	979.947	980.613	+.184	−.116	+.082	+.066	+.062	+.071
375	Five Springs Bench	Wyo.	A. J. H.	1932	44 48.3	108 08	1,242	980.227	980.612	−.002	−.138	+.026	+.024	+.023	+.029
376	Ten Sleep	Wyo.	A. J. H.	1932	44 02.4	107 26.0	1,356	980.152	980.543	+.027	−.122	+.067	+.061	+.058	+.066
377	East Ten Sleep	Wyo.	A. J. H.	1932	44 10.1	107 13.0	2,568	979.928	980.554	+.166	−.117	+.100	+.081	+.075	+.086
378	Hazelton	Wyo.	A. J. H.	1932	44 08.2	106 55.6	2,472	979.939	980.551	+.151	−.119	+.086	+.070	+.065	+.075
379	South Fork Inn	Wyo.	A. J. H.	1932	44 17.4	106 56.7	2,428	979.975	980.565	+.159	−.103	+.101	+.083	+.077	+.088
380	Kane	Wyo.	A. J. H.	1932	44 51.0	108 11.6	1,106	980.246	980.616	−.029	−.154	+.008	+.008	+.007	+.013
381	Lovell	Wyo.	A. J. H.	1932	44 50.5	108 25.4	1,195	980.204	980.615	−.042	−.176	−.018	−.017	−.017	−.012
382	Garland	Wyo.	A. J. H.	1932	44 46.6	108 39.1	1,308	980.156	980.609	−.049	−.195	−.031	−.030	−.030	−.025
383	Eagle	Wyo.	A. J. H.	1932	44 40.4	108 55.2	1,428	980.104	980.600	−.055	−.215	−.032	−.034	−.035	−.029
384	Elk Basin	Wyo.	A. J. H.	1932	44 59.5	108 52.8	1,372	980.167	980.629	−.039	−.192	−.025	−.025	−.026	−.020
385	Basin	Wyo.	A. J. H.	1932	44 20.1	108 01.7	1,192	980.163	980.569	−.038	−.172	−.006	−.005	−.005	.000

† Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude φ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
386	Rairden	Wyo.	A. J. H.	1932	44 11.2	107 53.0	1,227	980.154	980.556	−0.023	−0.158	+0.009	+0.010	+0.010	+0.015
387	Thermopolis	Wyo.	A. J. H.	1932	43 35.7	108 11.8	1,325	980.067	980.503	−.027	−.174	+.013	+.012	+.011	+.017
388	Worland	Wyo.	A. J. H.	1932	44 00.8	107 59.3	1,257	980.121	980.540	−.031	−.171	−.002	.000	−.001	+.005
389	Winchester	Wyo.	A. J. H.	1932	43 53.0	108 08.9	1,302	980.084	980.529	−.043	−.190	−.015	−.014	−.014	−.009
390	Nine Mile Lake	Wyo.	A. J. H.	1932	42 59.2	106 19.9	1,620	979.950	980.448	+.002	−.179	+.004	.000	−.002	+.005
391	Midwest	Wyo.	A. J. H.	1932	43 24.7	106 16.0	1,478	980.035	980.486	+.005	−.161	+.010	+.007	+.005	+.012
392	Kaycee	Wyo.	A. J. H.	1932	43 42.8	106 37.9	1,420	980.072	980.513	−.003	−.163	+.011	+.007	+.006	+.012
393	Sussex	Wyo.	A. J. H.	1932	43 41.9	106 16.9	1,321	980.080	980.512	−.024	−.172	−.008	−.011	−.012	−.006
394	Tiffin	Ohio	A. J. H.	1932	41 06.9	83 10.0	232.6	980.197	980.280	−.011	−.037	−.012	−.013	−.014	−.011
395	Dover	Ohio	A. J. H.	1932	40 31.9	81 28.4	276	980.141	980.228	−.002	−.030	+.001	−.002	−.004	+.001
396	Winchester	Va.	A. J. H.	1932	39 09.9	78 09.6	196	980.005	980.107	−.042	−.063	−.040	−.044	−.046	−.041
397	Luray	Va.	A. J. H.	1932	38 40.1	78 28.8	286	979.946	980.063	−.029	−.058	−.025	−.031	−.034	−.028
398	Gainesville	Fla.	A. J. H.	1933	29 40.4	82 20.1	58.2	979.300	979.3123	+.006	−.001	−.005	−.011	−.013	−.008
399	Marianna*	Fla.			30 46.5	85 14.1	50.9	979.367*	979.3986	−.016	−.022	−.022	−.026	−.028	−.023
400	Baton Rouge*	La.	A. J. H.	1933	30 26.8	91 09.6	11.9	979.352*	979.3727	−.017	−.018	−.021	−.025	−.026	−.022
401	Houston No. 7*	Tex.	A. J. H.	1933	29 41.4	95 25.1	18.0	979.290*	979.3136	−.018	−.020	−.021	−.023	−.024	−.020
402	Pierce Junction*	Tex.	A. J. H.	1933	29 40.1	95 23.5	16.6	979.293*	979.3119	−.014	−.016	−.017	−.019	−.020	−.016
403	Blue Ridge*	Tex.	A. J. H.	1933	29 35.0	95 30.3	25.0	979.286*	979.3054	−.012	−.015	−.015	−.017	−.018	−.015
404	Sugarland*	Tex.	C. I. A.	1937	29 32.4	95 34.9	20.4	979.280*	979.3020	−.016	−.018	−.019	−.021	−.022	−.018
405	Damon No. 5*	Tex.	A. J. H.	1933	29 19.1	95 42.3	16.5	979.268*	979.2849	−.012	−.014	−.015	−.017	−.018	−.014
406	Beaumont*	Tex.	C. I. A.	1936	30 05.4	94 07.6	5.8	979.323*	979.3448	−.020	−.021	−.023	−.025	−.026	−.023
407	Cleveland*	Tex.	C. I. A.	1936	30 20.6	95 05.5	49.1	979.338*	979.3647	−.011	−.017	−.016	−.017	−.018	−.015
408	Crosbyton No. 1*	Tex.	A. J. H.	1933	33 24.1	101 02.8	688.2	979.447*	979.6116	+.048	−.030	+.052	+.049	+.049	+.053
409	Crosbyton No. 2*	Tex.	A. J. H.	1933	33 23.7	101 10.5	735.8	979.420*	979.6111	+.036	−.047	+.038	+.035	+.034	+.039
410	Crosbyton No. 3*	Tex.	C. A. S.	1937	33 24.6	101 16.4	747.4	979.402*	979.6123	+.020	−.064	+.024	+.020	+.019	+.024
411	Crosbyton No. 4*	Tex.	A. J. H.	1933	33 24.0	101 22.2	791.9	979.372*	979.6115	+.005	−.085	+.007	+.003	+.002	+.007
412	Crosbyton No. 10*	Tex.	A. J. H.	1933	33 37.0	100 59.8	830.3	979.394*	979.6295	+.021	−.073	+.014	+.010	+.008	+.013
413	Crosbyton No. 9*	Tex.	A. J. H.	1933	33 44.6	101 02.3	894.9	979.364*	979.6400	.000	−.101	−.011	−.016	−.017	−.012
414	Crosbyton No. 6*	Tex.	A. J. H.	1933	33 25.5	100 55.3	705.3	979.418*	979.6136	+.022	−.058	+.022	+.020	+.019	+.023
415	Crosbyton No. 7*	Tex.	A. J. H.	1933	33 24.6	100 43.0	649.8	979.424*	979.6123	+.012	−.061	+.013	+.011	+.010	+.014
416	Crosbyton No. 8*	Tex.	A. J. H.	1933	33 22.3	100 38.6	655.9	979.428*	979.6091	+.021	−.053	+.019	+.017	+.017	+.021
417	Crosbyton No. 11*	Tex.	A. J. H.	1933	33 11.5	101 01.3	723.6	979.386*	979.5943	+.015	−.067	+.012	+.010	+.009	+.014
418	Crosbyton No. 12*	Tex.	C. A. S.	1937	32 59.3	101 07.1	706.5	979.357*	979.5775	−.002	−.082	−.004	−.006	−.007	−.002
419	Crosbyton No. 5*	Tex.	A. J. H.	1933	33 22.9	101 33.9	929.0	979.324*	979.6100	+.001	−.104	−.010	−.013	−.015	−.010
420	Kansas State College*	Kans.	G. R. S.	1948	38 51.0	99 20.0	608	979.883*	980.0787	−.008	−.075	−.004	−.005	−.005	−.002

* See Table V † Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude φ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
421	Big Horn*	Wyo.	A. J. H.	1933	44 40.8	106 59.5	1,247	980.205*	980.601	−0.011	−0.147	+0.022	+0.015	+0.013	+0.020
422	Southeast of Sheridan*	Wyo.	A. J. H.	1933	44 39.6	106 50.5	1,269	980.185*	980.599	−.022	−.162	+.001	−.004	−.007	+.001
423	Experiment Farm*	Wyo.	A. J. H.	1933	44 50.4	106 50.3	1,150	980.240*	980.615	−.020	−.149	+.001	−.001	−.002	+.004
424	Veterans Hospital*	Wyo.	A. J. H.	1933	44 49.7	106 59.3	1,187	980.235*	980.614	−.013	−.144	+.013	+.009	+.008	+.014
425	Beckton*	Wyo.	A. J. H.	1933	44 44.9	107 07.9	1,237	980.201*	980.607	−.024	−.158	+.012	+.005	+.002	+.010
426	Durkee*	Wyo.	A. J. H.	1933	44 06.9	107 54.9	1,214	980.145*	980.550	−.030	−.166	+.002	+.004	+.003	+.009
427	Greybull*	Wyo.	A. J. H.	1933	44 25.0	108 11.0	1,232	980.163*	980.577	−.034	−.172	−.005	−.004	−.004	+.001
428	West of Otto*	Wyo.	A. J. H.	1933	44 24.9	108 21.1	1,307	980.133*	980.577	−.041	−.188	−.019	−.018	−.018	−.013
429	Cody*	Wyo.	A. J. H.	1933	44 33.0	109 01.7	1,491	980.083*	980.589	−.046	−.213	−.020	−.024	−.026	−.019
430	Southeast of McCullock*	Wyo.	A. J. H.	1933	44 27.6	108 37.2	1,474	980.084*	980.581	−.042	−.206	−.031	−.031	−.032	−.026
431	West Burlington*	Wyo.	A. J. H.	1933	44 25.9	108 31.3	1,400	980.102*	980.578	−.044	−.200	−.027	−.026	−.027	−.021
432	Pezan Ranch*	Wyo.	A. J. H.	1933	44 22.1	108 39.6	1,501	980.064*	980.572	−.045	−.214	−.031	−.033	−.034	−.028
433	East of Meeteetse*	Wyo.	A. J. H.	1933	44 17.8	108 45.4	1,603	980.032*	980.566	−.039	−.220	−.026	−.030	−.032	−.025
434	Meeteetse*	Wyo.	A. J. H.	1933	44 08.9	108 52.4	1,773	980.006*	980.553	.000	−.200	+.007	.000	−.002	+.005
435	Irma Flats*	Wyo.	A. J. H.	1933	44 27.1	109 09.1	1,653	980.060*	980.580	−.010	−.195	+.015	+.008	+.005	+.013
436	Oregon Basin*	Wyo.	A. J. H.	1933	44 25.2	108 54.7	1,602	980.054*	980.577	−.029	−.209	−.016	−.020	−.022	−.015
437	Wymont*	Wyo.	A. J. H.	1933	44 58.9	109 24.9	3,264	979.799*	980.628	+.179	−.172	+.065	+.045	+.038	+.051
438	Red Lodge*	Mont.	A. J. H.	1933	45 11.1	109 12.6	1,784	980.118*	980.646	+.023	−.176	+.008	+.002	.000	+.007
439	Bridger*	Mont.	A. J. H.	1933	45 20.2	108 55.6	1,095	980.333*	980.660	+.011	−.113	+.041	+.042	+.042	+.047
440	Bowler*	Mont.	A. J. H.	1933	45 12	108 46	1,448	980.213*	980.647	+.013	−.147	+.010	+.010	+.009	+.015
441	Gardiner*	Mont.	A. J. H.	1933	45 01.6	110 42.2	1,634	980.091*	980.632	−.037	−.213	+.023	+.010	+.005	+.016
442	Lamar River*	Wyo.	A. J. H.	1933	44 55.0	110 15.9	1,989	980.016*	980.622	+.008	−.208	+.036	+.020	+.014	+.026
443	Clark Fork River*	Wyo.	A. J. H.	1933	44 56.7	109 47.0	2,080	980.034*	980.624	+.052	−.170	+.077	+.058	+.051	+.064
444	Arvada*	Wyo.	A. J. H.	1933	44 39.1	106 07.5	1,110	980.225*	980.598	−.030	−.155	−.016	−.017	−.018	−.013
445	Spotted Horse*	Wyo.	A. J. H.	1933	44 42.6	105 50.3	1,218	980.242*	980.603	+.015	−.119	+.020	+.018	+.017	+.022
446	Wildcat Creek*	Wyo.	A. J. H.	1933	44 29.4	105 35.3	1,266	980.209*	980.583	+.017	−.122	+.022	+.019	+.018	+.023
447	Rozet*	Wyo.	A. J. H.	1933	44 16.3	105 11.1	1,305	980.176*	980.564	+.015	−.131	+.016	+.011	+.010	+.015
448	Northeast of Gillette*	Wyo.	A. J. H.	1933	44 20.1	105 24.8	1,361	980.188*	980.569	+.039	−.113	+.035	+.031	+.029	+.036
449	Southeast of Gillette*	Wyo.	A. J. H.	1933	44 08.8	105 24.3	1,380	980.146*	980.552	+.020	−.133	+.019	+.014	+.012	+.019
450	Sandraw*	Wyo.	A. J. H.	1933	42 44.8	108 02.0	2,241.5	979.803*	980.426	+.069	−.178	+.040	+.032	+.029	+.037
451	North*	Nebr.	A. J. H.	1933	41 59.9	103 40.0	1,367	979.933*	980.359	−.004	−.153	−.007	−.010	−.011	−.005
452	Oshkosh*	Nebr.	A. J. H.	1933	41 19.7	102 23.1	1,207	979.947*	980.299	+.020	−.112	+.013	+.010	+.009	+.014
453	Hein*	Nebr.	A. J. H.	1933	41 04.8	100 57.5	942	980.000*	980.277	+.014	−.088	+.013	+.010	+.009	+.014
454	Crabb*	Nebr.	G. R. S.	1948	42 57.5	100 31.5	858	980.203*	980.445	+.022	−.072	+.018	+.014	+.014	+.018
455	Laird*	Colo.	A. J. H.	1933	40 02.7	102 03.2	1,110	979.845*	980.184	+.004	−.118	+.004	+.001	.000	+.005

* See Table V † Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude ϕ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
456	Bullard*	Kans.	G. R. S.	1948	37 52.5	100 52.5	900.6	979.707*	979.993	−0.008	−0.106	−0.007	−0.009	−0.010	−0.005
457	Kent*	Ohio	H. E. McC.	1934	41 09.3	81 21.3	356	980.181*	980.283	+.008	−.027	+.002	−.001	−.003	+.002
458	Okeechobee	Fla.	H. E. McC.	1934	27 14.1	80 50.1	9	979.106	979.128	−.019	−.020	−.032	−.039	−.042	−.037
459	Perrine	Fla.	H. E. McC.	1934	25 36.3	80 20.8	5	979.014	979.012	+.004	+.003	−.015	−.024	−.027	−.022
460	Big Pine Key	Fla.	H. E. McC.	1934	24 40.1	81 20.4	1	978.984	978.947	+.037	+.037	+.016	+.007	+.003	+.009
461	Saddlebunch Key	Fla.	H. E. McC.	1934	24 37.3	81 31.8	1	978.983	978.943	+.040	+.040	+.018	+.009	+.005	+.011
462	Matecumbe	Fla.	H. E. McC.	1934	24 51.8	80 43.0	0	978.986	978.960	+.026	+.026	+.005	−.004	−.008	−.002
463	Tavernier	Fla.	H. E. McC.	1934	25 01.2	80 30.3	0	978.992	978.971	+.021	+.021	.000	−.008	−.012	−.006
464	Rock Harbor	Fla.	H. E. McC.	1934	25 08.1	80 24.1	3	978.996	978.979	+.018	+.018	−.003	−.012	−.015	−.010
465	Key Largo	Fla.	H. E. McC.	1934	25 16.5	80 18.4	1	979.005	978.988	+.017	+.017	−.004	−.013	−.017	−.011
466	Royal Palm	Fla.	H. E. McC.	1934	25 17.8	80 39.8	0	978.997	978.990	+.007	+.007	−.010	−.019	−.023	−.017
467	Flamingo	Fla.	H. E. McC.	1934	25 13.2	80 52.1	0	979.009	978.985	+.024	+.024	+.008	−.001	−.005	+.001
468	Tamiami Trail	Fla.	H. E. McC.	1934	25 46.2	80 31.3	3	979.048	979.023	+.026	+.026	+.010	+.001	−.002	+.003
469	Coral Gables	Fla.	H. E. McC.	1934	25 46.0	80 18.0	3	979.047	979.023	+.025	+.025	+.006	−.003	−.006	−.001
470	Tamiami Trail	Fla.	H. E. McC.	1934	25 45.9	80 42.0	3	979.040	979.023	+.018	+.018	+.003	−.006	−.009	−.004
471	Tamiami Trail	Fla.	H. E. McC.	1934	25 47.6	80 52.4	3	979.038	979.025	+.014	+.014	.000	−.009	−.012	−.007
472	Tamiami Trail	Fla.	H. E. McC.	1934	25 45.6	81 02.3	0	979.033	979.022	+.011	+.011	−.003	−.011	−.015	−.009
473	Tamiami Trail	Fla.	H. E. McC.	1934	25 52.0	81 05.6	4	979.026	979.030	−.003	−.003	−.016	−.025	−.028	−.023
474	Ochopee	Fla.	H. E. McC.	1934	25 54.1	81 17.8	2	979.028	979.032	−.003	−.003	−.016	−.024	−.027	−.022
475	Miles City	Fla.	H. E. McC.	1934	26 09.6	81 20.4	4	979.054	979.051	+.004	+.004	−.008	−.016	−.019	−.014
476	Belle Meade	Fla.	H. E. McC.	1934	26 03.8	81 42.0	2	979.057	979.044	+.014	+.014	+.002	−.005	−.008	−.003
477	Marco	Fla.	H. E. McC.	1934	25 55.9	81 42.5	2	979.045	979.035	+.011	+.011	−.001	−.009	−.012	−.007
478	Bonita Springs	Fla.	H. E. McC.	1934	26 20.4	81 46.2	3	979.067	979.064	+.004	+.004	−.008	−.015	−.018	−.013
479	SE. of Fort Myers	Fla.	H. E. McC.	1934	26 35.6	81 44.1	3	979.066	979.082	−.015	−.015	−.026	−.033	−.036	−.031
480	Fort Ogden	Fla.	H. E. McC.	1934	27 06.2	81 56.0	10	979.123	979.119	+.007	+.006	−.003	−.010	−.013	−.008
481	Lansing	Fla.	H. E. McC.	1934	27 15.8	81 53.1	13	979.143	979.131	+.016	+.015	+.006	−.001	−.004	+.001
482	Hicoria	Fla.	H. E. McC.	1934	27 07.1	81 20.5	41	979.137	979.120	+.030	+.026	+.016	+.008	+.005	+.010
483	Fisheating	Fla.	H. E. McC.	1934	27 12.8	81 26.7	26	979.152	979.127	+.033	+.030	+.020	+.013	+.010	+.015
484	Dorr Field	Fla.	H. E. McC.	1934	27 12.7	81 39.7	23	979.136	979.127	+.016	+.014	+.005	−.002	−.005	.000
485	Childs	Fla.	H. E. McC.	1934	27 12.0	81 20.0	37	979.148	979.126	+.033	+.029	+.019	+.012	+.009	+.014
486	Brighton	Fla.	H. E. McC.	1934	27 12.8	81 11.7	11	979.140	979.127	+.016	+.015	+.005	−.003	−.006	−.001
487	Kissimmee River	Fla.	H. E. McC.	1934	27 14.1	80 59.9	9	979.111	979.128	−.014	−.015	−.026	−.033	−.036	−.031
488	Canal Point	Fla.	H. E. McC.	1934	26 54.5	80 36.7	5	979.121	979.105	+.018	+.017	+.004	−.004	−.007	−.002
489	E. of Okeechobee	Fla.	H. E. McC.	1934	27 18.1	80 40.8	19	979.122	979.133	−.005	−.007	−.019	−.027	−.030	−.025
490	Fort Pierce	Fla.	H. E. McC.	1934	27 26.4	80 20.9	6	979.160	979.144	+.018	+.017	+.003	−.005	−.008	−.003

* See Table V † Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude φ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
491	W. of Fort Pierce	Fla.	H. E. McC.	1934	27 22.2	80 30.2	7	979.145	979.138	+0.009	+0.008	−0.005	−0.013	−0.017	−0.011
492	Babson Park	Fla.	H. E. McC.	1934	27 50.6	81 31.7	43	979.166	979.173	+.006	+.001	−.007	−.015	−.017	−.013
493	Auburndale	Fla.	H. E. McC.	1934	28 04.3	81 47.2	46	979.165	979.180	−.011	−.016	−.023	−.031	−.033	−.029
494	Mabel	Fla.	H. E. McC.	1934	28 34.4	81 58.7	30	979.226	979.228	+.007	+.003	−.004	−.010	−.013	−.008
495	Ocala	Fla.	H. E. McC.	1934	29 11.9	82 08.1	31	979.266	979.276	.000	−.004	−.010	−.017	−.019	−.015
496	Dade City	Fla.	H. E. McC.	1934	28 21.7	82 13.6	44	979 198	979.212	.000	−.005	−.012	−.018	−.021	−.016
497	Dover	Fla.	H. E. McC.	1934	27 59.6	82 13.9	38	979.195	979.185	+.022	+.018	+.011	+.004	+.002	+.006
498	Sanibel	Fla.	H. E. McC.	1934	26 27.2	82 00.9	1	979.088	979.072	+.016	+.016	+.005	−.002	−.005	.000
499	Naples	Fla.	H. E. McC.	1934	26 08.5	81 47.5	2	979.068	979.049	+.020	+.020	+.009	+.001	−.002	+.003
500	Royal Palm Hammock	Fla.	H. E. McC.	1934	26 00.0	81 36.0	1	979.051	979.039	+.012	+.012	.000	−.008	−.011	−.006
501	S. of Deep Lake	Fla.	H. E. McC.	1934	26 00.4	81 20.4	3	979.040	979.040	+.001	+.001	−.011	−.019	−.023	−.017
502	Tamiami Trail	Fla.	H. E. McC.	1934	25 51.0	80 56.8	2	979.033	979.029	+.005	+.005	−.009	−.017	−.021	−.015
503	Everglades	Fla.	H. E. McC.	1934	25 50.8	81 23.3	1	979.037	979.029	+.008	+.008	−.004	−.013	−.016	−.011
504	NW. of Immokalee	Fla.	H. E. McC.	1934	26 29.0	81 32.4	6	979.069	979.074	−.003	−.004	−.014	−.022	−.025	−.020
505	E. of Immokalee	Fla.	H. E. McC.	1934	26 25.4	81 11.3	5	979.070	979.070	+.002	+.002	−.010	−.018	−.021	−.016
506	Game Refuge	Fla.	H. E. McC.	1934	26 25.6	81 02.9	3	979.078	979.070	+.009	+.009	−.003	−.011	−.014	−.009
507	S. of La Belle	Fla.	H. E. McC.	1934	26 37.2	81 26.6	8	979.093	979.084	+.011	+.010	−.001	−.008	−.011	−.006
508	Immokalee	Fla.	H. E. McC.	1934	26 25.6	81 25.2	10	979.074	979.070	+.007	+.006	−.005	−.012	−.015	−.010
509	Krome Avenue	Fla.	H. E. McC.	1934	25 38.4	80 29.5	2	979.032	979.014	+.019	+.019	+.003	−.006	−.010	−.004
510	Pennsuco	Fla.	H. E. McC.	1934	25 54.6	80 23.5	5	979.058	979.033	+.027	+.027	+.010	+.001	−.002	+.003
511	Hallandale	Fla.	H. E. McC.	1934	25 59.1	80 07.1	3	979.069	979.038	+.032	+.032	+.011	+.003	−.001	+.005
512	New Haven	Conn.	H. E. McC.	1934	41 19.1	72 55.4	21	980.317	980.2980	+.026	+.023	+.022	+.018	+.016	+.021
513	Beaver Hill	Conn.	H. E. McC.	1934	41 19.5	72 56.9	30	980.321	980.2986	+.032	+.028	+.028	+.023	+.021	+.026
514	NW. of Westville	Conn.	H. E. McC.	1934	41 21.6	72 59.9	108	980.317	980.3018	+.048	+.036	+.038	+.033	+.031	+.036
515	Chestnut Ridge	Conn.	H. E. McC.	1934	41 18.2	72 59.5	91	980.319	980.2967	+.050	+.040	+.040	+.036	+.034	+.039
516	West Rock	Conn.	H. E. McC.	1934	41 21.1	72 58.5	148.4	980.304	980.3010	+.049	+.034	+.035	+.031	+.028	+.034
517	Branford Hill	Conn.	H. E. McC.	1934	41 16.6	72 50.5	47	980.302	980.2943	+.022	+.017	+.015	+.011	+.008	+.013
518	Pine Orchard	Conn.	H. E. McC.	1934	41 16.6	72 47.4	13	980.308	980.2943	+.018	+.016	+.014	+.009	+.007	+.012
519	North Branford	Conn.	H. E. McC.	1934	41 19.2	72 45.3	45	980.309	980.2982	+.025	+.020	+.018	+.013	+.011	+.016
520	Totoket	Conn.	H. E. McC.	1934	41 19.7	72 48.8	23	980.314	980.2990	+.022	+.020	+.018	+.014	+.011	+.016
521	Durham Center	Conn.	H. E. McC.	1934	41 27.5	72 41.8	51	980.316	980.3106	+.021	+.015	+.016	+.011	+.009	+.014
522	Rockland	Conn.	H. E. McC.	1934	41 25.7	72 38.9	94	980.300	980.3078	+.021	+.010	+.011	+.006	+.003	+.008
523	Fair Haven	Conn.	H. E. McC.	1934	41 18.8	72 52.6	8	980.314	980.2976	+.019	+.018	+.017	+.013	+.010	+.016
524	Portland	Conn.	H. E. McC.	1934	41 34.6	72 38.1	35	980.324	980.3212	+.014	+.010	+.013	+.008	+.005	+.010
525	Cobalt	Conn.	H. E. McC.	1934	41 34.0	72 33.6	47	980.312	980.3203	+.006	+.001	+.004	−.001	−.003	+.002

† Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude φ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
526	S. of Rocky Hill	Conn.	H. E. McC.	1934	41 38.7	72 39.1	40	980.329	980.3273	+0.014	+0.010	+0.013	+0.008	+0.006	+0.011
527	Bloomfield	Conn.	H. E. McC.	1934	41 49.7	72 44.0	33	980.353	980.3438	+.019	+.016	+.023	+.018	+.016	+.021
528	Milldale	Conn.	H. E. McC.	1934	41 34.0	72 53.9	45	980.335	980.3203	+.029	+.024	+.029	+.024	+.021	+.026
529	W. of Marion	Conn.	H. E. McC.	1934	41 33.4	72 58.0	206	980.311	980.3194	+.055	+.032	+.039	+.034	+.031	+.037
530	Forestville	Conn.	H. E. McC.	1934	41 40.5	72 54.1	77	980.338	980.3300	+.032	+.023	+.031	+.026	+.023	+.028
531	Bristol	Conn.	H. E. McC.	1934	41 41.0	72 58.1	195	980.315	980.3307	+.044	+.023	+.032	+.027	+.024	+.029
532	Weatogue	Conn.	H. E. McC.	1934	41 50.4	72 48.9	54	980.348	980.3448	+.020	+.014	+.022	+.018	+.015	+.020
533	Canton	Conn.	H. E. McC.	1934	41 49.7	72 54.1	102	980.348	980.3438	+.036	+.024	+.035	+.030	+.028	+.033
534	Windsor	Conn.	H. E. McC.	1934	41 49.6	72 39.3	27	980.345	980.3436	+.010	+.006	+.013	+.008	+.006	+.011
535	Bolton Notch	Conn.	H. E. McC.	1934	41 47.2	72 26.7	187.5	980.291	980.3400	+.009	−.012	−.005	−.011	−.014	−.008
536	Rockville	Conn.	H. E. McC.	1934	41 51.9	72 25.9	155	980.303	980.3470	+.004	−.014	−.006	−.012	−.014	−.009
537	New Hartford	Conn.	H. E. McC.	1934	41 52.5	72 57.5	114	980.350	980.3480	+.037	+.025	+.039	+.033	+.030	+.036
538	W. of Rockville	Conn.	H. E. McC.	1934	41 52.3	72 29.6	74	980.320	980.3476	−.005	−.013	−.007	−.012	−.014	−.009
539	NE. of East Windsor Hill	Conn.	H. E. McC.	1934	41 52.0	72 34.1	35	980.338	980.3472	+.002	−.002	+.003	−.001	−.004	+.001
540	Springfield	Mass.	H. E. McC.	1934	42 05.0	72 34.4	52	980.357	980.3666	+.006	.000	+.009	+.005	+.002	+.008
541	West Stafford	Conn.	H. E. McC.	1934	41 58.2	72 21.0	180	980.320	980.3564	+.019	−.001	+.009	+.002	.000	+.005
542	Tatum	Mass.	H. E. McC.	1934	42 06.2	72 40.0	64	980.360	980.3684	+.011	+.004	+.015	+.010	+.008	+.013
543	Westfield	Mass.	H. E. McC.	1934	42 07.2	72 45.5	47	980.366	980.3699	+.011	+.005	+.018	+.013	+.011	+.016
544	Somers	Conn.	H. E. McC.	1934	41 59.2	72 28.1	60	980.337	980.3579	−.002	−.009	.000	−.006	−.008	−.003
545	Russell	Mass.	H. E. McC.	1934	42 11.3	72 51.3	89.6	980.368	980.3760	+.020	+.011	+.030	+.023	+.021	+.026
546	W. of Palmer	Mass.	H. E. McC.	1934	42 09.3	72 22.0	130	980.350	980.3730	+.017	+.003	+.014	+.009	+.006	+.012
547	South Monson	Mass.	H. E. McC.	1934	42 04.6	72 18.5	158	980.349	980.3660	+.032	+.014	+.026	+.020	+.017	+.023
548	Ludlow	Mass.	H. E. McC.	1934	42 09.1	72 28.8	78	980.348	980.3728	−.001	−.009	+.001	−.003	−.006	−.001
549	SE. of Springfield	Mass.	H. E. McC.	1934	42 04.9	72 28.9	69	980.345	980.3664	.000	−.008	+.002	−.002	−.005	.000
550	Smith College	Mass.	H. E. McC.	1934	42 19.0	72 38.2	54.6	980.376	980.3876	+.005	−.001	+.014	+.009	+.006	+.011
551	Leeds	Mass.	H. E. McC.	1934	42 21.0	72 41.6	91	980.364	980.3906	+.002	−.009	+.008	+.002	.000	+.005
552	Amherst College	Mass.	H. E. McC.	1934	42 22.3	72 31.0	88.4	980.372	980.3926	+.007	−.003	+.011	+.006	+.004	+.009
553	Nashua	N. H.	H. E. McC.	1934	42 45.8	71 27.5	32	980.423	980.4277	+.005	+.002	+.007	+.003	+.001	+.005
554	Beartooth Butte	Wyo.	H. E. McC.	1934	44 56.7	109 35.8	2,717	979.912	980.624	+.126	−.173	+.073	+.052	+.045	+.058
555	Fox	Mont.	H. E. McC.	1934	45 16.8	109 14.3	1,532	980.210	980.655	+.028	−.143	+.037	+.032	+.030	+.037
556	Roberts	Mont.	H. E. McC.	1934	45 21.2	109 10.7	1,392	980.255	980.661	+.024	−.131	+.038	+.036	+.035	+.041
557	Luther	Mont.	H. E. McC.	1934	45 17.4	109 25.7	1,586	980.186	980.656	+.019	−.147	+.037	+.029	+.026	+.034
558	Roscoe	Mont.	H. E. McC.	1934	45 21.2	109 30.3	1,527	980.217	980.661	+.027	−.143	+.048	+.041	+.038	+.046
559	Wapiti	Wyo.	H. E. McC.	1934	44 27.9	109 31.4	1,768	980.071	980.581	+.036	−.153	+.088	+.073	+.067	+.079
560	D'Wart	Mont.	H. E. McC.	1934	45 13.4	110 53.4	1,533	980.153	980.650	−.024	−.188	+.036	+.023	+.018	+.028

† Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude φ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
561	E. of Brisbin	Mont.	H. E. McC.	1934	45 32.4	110 33.9	1,523	980.223	980.678	+0.015	−0.150	+0.055	+0.045	+0.042	+0.050
562	Pray	Mont.	H. E. McC.	1934	45 25.4	110 33.9	1,503	980.188	980.668	−.016	−.184	+.028	+.018	+.014	+.023
563	Livingston	Mont.	H. E. McC.	1934	45 39.5	110 33.1	1,366	980.254	980.689	−.013	−.163	+.031	+.025	+.022	+.030
564	Mission Creek	Mont.	H. E. McC.	1934	45 42.9	110 23.8	1,337	980.264	980.694	−.017	−.167	+.021	+.015	+.013	+.020
565	Springdale	Mont.	H. E. McC.	1934	45 45.0	110 12.5	1,285	980.280	980.697	−.020	−.161	+.021	+.016	+.014	+.021
566	McLeod	Mont.	H. E. McC.	1934	45 35.7	110 11.2	1,460	980.241	980.683	+.009	−.149	+.050	+.041	+.037	+.046
567	Reedpoint	Mont.	H. E. McC.	1934	45 42.7	109 33.2	1,153	980.304	980.694	−.034	−.164	−.003	−.004	−.005	+.001
568	Laurel	Mont.	H. E. McC.	1934	45 39.9	108 46.3	1.001	980.379	980.689	−.001	−.118	+.019	+.020	+.020	+.024
569	Columbus	Mont.	H. E. McC.	1934	45 38.4	109 15.0	1,098	980.332	980.687	−.016	−.139	+.015	+.016	+.015	+.020
570	Absarokee	Mont.	H. E. McC.	1934	45 30.9	109 26.5	1,244	980.290	980.676	−.002	−.139	+.031	+.028	+.027	+.033
571	Coburn	Mont.	H. E. McC.	1934	45 41.5	108 21.1	1,019	980.368	980.692	−.010	−.126	+.005	+.006	+.006	+.010
572	Hardin	Mont.	H. E. McC.	1934	45 43.2	107 36.4	886	980.418	980.694	−.003	−.102	+.017	+.019	+.019	+.023
573	Crow Agency	Mont.	H. E. McC.	1934	45 36.1	107 26.8	923	980.390	980.684	−.009	−.113	+.008	+.010	+.010	+.014
574	St. Xavier	Mont.	H. E. McC.	1934	45 27.9	107 43.2	934	980.351	980.671	−.032	−.137	−.009	−.008	−.007	−.004
575	Old Fort C. F. Smith	Mont.	H. E. McC.	1934	45 19.0	107 54.8	1,038	980.343	980.658	+.005	−.108	+.034	+.034	+.033	+.038
576	Lodge Grass	Mont.	H. E. McC.	1934	45 18.8	107 21.7	1,027	980.309	980.658	−.032	−.148	−.011	−.012	−.012	−.008
577	E. Bridger	Mont.	H. E. McC.	1934	45 17.9	108 54.2	1,106	980.325	980.656	+.010	−.116	+.038	+.039	+.039	+.044
578	Wyola	Mont.	H. E. McC.	1934	45 07.8	107 23.6	1,127	980.268	980.641	−.025	−.150	−.005	−.008	−.009	−.004
579	Parkman	Wyo.	H. E. McC.	1934	44 58.1	107 20.4	1,308	980.225	980.627	+.002	−.141	+.021	+.015	+.013	+.020
580	Billings	Mont.	H. E. McC.	1934	45 47.5	108 30.3	949	980.398	980.701	−.010	−.119	+.009	+.012	+.012	+.016
581	Pompey's Pillar	Mont.	H. E. McC.	1934	45 59.5	107 58.8	871	980.433	980.719	−.017	−.114	+.003	+.005	+.005	+.009
582	Custer	Mont.	H. E. McC.	1934	46 07.7	107 33.2	836	980.468	980.731	−.005	−.098	+.010	+.012	+.013	+.016
583	Hysham	Mont.	H. E. McC.	1934	46 17.5	107 13.3	809	980.494	980.746	−.002	−.092	+.014	+.015	+.015	+.019
584	Forsyth	Mont.	H. E. McC.	1934	46 16.2	106 39.9	766	980.514	980.744	+.006	−.080	+.024	+.025	+.025	+.029
585	Rosebud	Mont.	H. E. McC.	1934	46 16.5	106 26.2	757	980.519	980.744	+.009	−.076	+.027	+.028	+.029	+.032
586	University of Illinois	Ill.	H. E. McC.	1934	40 06.7	88 13.6	222	980.118	980.190	−.003	−.026	−.006	−.008	−.009	−.006
587	Cheltenham	Md.	H. E. McC.	1935	38 44.0	76 50.6	66	980.071	980.0685	+.023	+.016	+.017	+.013	+.012	+.016
588	N. of Bethlehem No. 1	Pa.	H. E. McC.	1935	40 38.5	75 22.4	108.5	980.156	980.2376	−.048	−.060	−.047	−.052	−.053	−.049
589	Lehigh University*	Pa.			40 36.5	75 22.6	100.0	980.156*	980.2346	−.048	−.058	−.046	−.050	−.052	−.048
590	N. of Bethlehem No. 2	Pa.	H. E. McC.	1935	40 39.2	75 22.6	103.3	980.160	980.2386	−.047	−.058	−.045	−.049	−.051	−.046
591	N. of Bethlehem No. 3	Pa.	H. E. McC.	1935	40 40.3	75 23.4	106.7	980.155	980.2402	−.052	−.064	−.050	−.054	−.057	−.052
592	Meyers	Pa.	H. E. McC.	1935	40 39.6	75 23.0	98	980.160	980.2392	−.049	−.060	−.046	−.051	−.053	−.048
593	Monocacy Creek	Pa.	H. E. McC.	1935	40 40.0	75 22.4	107	980.160	980.2398	−.047	−.059	−.045	−.050	−.052	−.047
594	Dupont	Pa.	H. E. McC.	1935	40 41.6	75 23.6	117.0	980.158	980.2422	−.048	−.061	−.047	−.051	−.053	−.048
595	E. of Bethlehem	Pa.	H. E. McC.	1935	40 37.8	75 21.8	105	980.155	980.2366	−.049	−.061	−.048	−.053	−.055	−.050

* See Table V † Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude φ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
596	Bath	Pa.	B. R. W.	1935	40 43.9	75 23.9	144	980.162	980.2456	−0.039	−0.055	−0.039	−0.044	−0.046	−0.041
597	S. of Bath	Pa.	B. R. W.	1935	40 42.3	75 23.9	115.8	980.162	980.2432	−.046	−.059	−.044	−.048	−.050	−.045
598	Seemsville	Pa.	B. R. W.	1935	40 43.2	75 27.6	203	980.150	980.2446	−.032	−.055	−.038	−.043	−.045	−.040
599	Colesville	Pa.	B. R. W.	1935	40 34.4	75 23.5	132.3	980.144	980.2315	−.047	−.062	−.049	−.054	−.056	−.051
600	S. of Seidersville	Pa.	B. R. W.	1935	40 35.0	75 23.6	140.2	980.142	980.2324	−.047	−.063	−.050	−.055	−.057	−.052
601	S. of Bethlehem	Pa.	B. R. W.	1935	40 36.0	75 23.2	231.3	980.123	980.2339	−.040	−.064	−.052	−.056	−.058	−.054
602	Friedensville	Pa.	B. R. W.	1935	40 33.5	75 24.0	125.0	980.145	980.2302	−.047	−.061	−.049	−.053	−.055	−.050
603	W. of Friedensville	Pa.	B. R. W.	1935	40 33.2	75 25.3	114.6	980.144	980.2297	−.050	−.063	−.050	−.055	−.057	−.053
604	E. of Colesville	Pa.	B. R. W.	1935	40 34.4	75 22.2	104.2	980.151	980.2315	−.048	−.060	−.048	−.052	−.054	−.049
605	Salisbury Church	Pa.	B. R. W.	1935	40 33.5	75 30.4	92	980.151	980.2302	−.051	−.061	−.048	−.052	−.054	−.049
606	S. of Salisbury Church	Pa.	B. R. W.	1935	40 33.2	75 30.2	109	980.145	980.2297	−.051	−.064	−.050	−.055	−.057	−.052
607	N. of Center Valley	Pa.	B. R. W.	1935	40 32.8	75 23.4	112.8	980.149	980.2291	−.045	−.058	−.046	−.051	−.053	−.048
608	Center Valley	Pa.	B. R. W.	1935	40 31.8	75 23.2	152	980.138	980.2276	−.043	−.060	−.048	−.053	−.055	−.050
609	Amey	Pa.	B. R. W.	1935	40 32.0	75 20.4	298.7	980.109	980.2279	−.027	−.060	−.047	−.052	−.054	−.050
610	Coopersburg	Pa.	B. R. W.	1935	40 30.3	75 24.1	175.6	980.133	980.2254	−.038	−.058	−.046	−.051	−.053	−.048
611	Scholl	Pa.	B. R. W.	1935	40 30.1	75 22.0	196.9	980.134	980.2252	−.030	−.053	−.041	−.046	−.048	−.043
612	Shoenersville	Pa.	B. R. W.	1935	40 39.6	75 25.6	114.0	980.155	980.2392	−.049	−.062	−.048	−.052	−.054	−.050
613	Green Pond	Pa.	B. R. W.	1935	40 40.9	75 18.4	120.4	980.158	980.2412	−.046	−.060	−.046	−.051	−.053	−.048
614	Kleintop	Pa.	B. R. W.	1935	40 41.5	75 18.8	118.0	980.162	980.2420	−.044	−.057	−.044	−.048	−.050	−.045
615	Farmersville	Pa.	B. R. W.	1935	40 40.2	75 18.6	109.4	980.164	980.2401	−.042	−.055	−.042	−.046	−.048	−.043
616	Hollo	Pa.	B R. W.	1935	40 43.6	75 17.7	117	980.167	980.2452	−.042	−.055	−.041	−.045	−.047	−.042
617	SW. of Chapman Quarries	Pa.	B. R. W.	1935	40 45.4	75 25.0	23.9	980.148	980.2479	−.026	−.053	−.036	−.040	−.042	−.038
618	Smith Gap	Pa.	B. R. W.	1935	40 49.6	75 24.9	472.4	980.102	980.2541	−.006	−.056	−.035	−.041	−.043	−.038
619	Stahley	Pa.	B. R. W.	1935	40 48.7	75 25.2	245.1	980.148	980.2528	−.029	−.057	−.037	−.042	−.044	−.039
620	Horton School	R. I.	B. R. W.	1935	41 47.0	71 27.1	20	980.324	980.3397	−.010	−.012	−.014	−.020	−.023	−.018
621	Neutaconkanut	R. I.	B. R. W.	1935	41 48.2	71 28.4	88	980.320	980.3415	+.006	−.004	−.005	−.011	−.014	−.009
622	NW. of Simmonsville	R. I.	B. R. W.	1935	41 48.2	71 31.2	103	980.300	980.3415	−.010	−.021	−.021	−.028	−.031	−.026
623	SW. of Rehoboth	Mass.	B. R. W.	1935	41 49.9	71 16.4	17	980.336	980.3440	−.003	−.005	−.009	−.014	−.017	−.012
624	Armington Corners	R. I.	B. R. W.	1935	41 48.1	71 21.5	45	980.325	980.3414	−.002	−.008	−.011	−.017	−.020	−.014
625	S. of Lebanon Mills	Mass.	B. R. W.	1935	41 52.3	71 20.2	23	980.340	980.3476	.000	−.003	−.006	−.012	−.014	−.009
626	Hortonville	Mass.	B. R. W.	1935	41 46.5	71 12.2	16	980.330	980.3390	−.004	−.006	−.011	−.017	−.020	−.014
627	Sewammock Neck	Mass.	B. R. W.	1935	41 42.9	71 10.3	2.0	980.324	980.3336	−.009	−.009	−.015	−.021	−.024	−.019
628	St. Mary's Cathedral School	Mass.	B. R. W.	1935	41 41.9	71 09.4	47	980.309	980.3320	−.008	−.014	−.020	−.026	−.029	−.024
629	NW. of Westport Mills	Mass.	B. R. W.	1935	41 39.8	71 04.8	35	980.308	980.3289	−.010	−.014	−.021	−.027	−.030	−.025
630	Lonsdale	R. I.	B. R. W.	1935	41 54.3	71 24.4	27	980.339	980.3506	−.003	−.006	−.007	−.014	−.016	−.011

† Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude ϕ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	meters	gals	gals	gal	gal	gal	gal	gal	gal
631	N. of Lonsdale	R. I.	B. R. W.	1935	41 55.4	71 23.7	65	980.335	980.3523	+0.003	−0.005	−0.006	−0.012	−0.014	−0.009
632	South Manchester	Conn.	B. R. W.	1935	41 46.4	72 33.2	44	980.325	980.3388	.000	−.005	.000	−.005	−.007	−.002
633	East Glastonbury	Conn.	B. R. W.	1935	41 41.2	72 32.3	98	980.308	980.3310	+.007	−.003	+.002	−.003	−.006	.000
634	Gilead	Conn.	B. R. W.	1935	41 40.9	72 24.8	212	980.284	980.3306	+.019	−.005	+.001	−.005	−.008	−.003
635	Wamgumbaug Lake	Conn.	B. R. W.	1935	41 47.0	72 20.0	173	980.283	980.3397	−.003	−.022	−.015	−.022	−.024	−.019
636	E. of Cheshire	Conn.	B. R. W.	1935	41 30.2	72 52.6	94	980.318	980.3146	+.032	+.022	+.026	+.021	+.018	+.023
637	SE. of Middlebury	Conn.	B. R. W.	1935	41 30.5	73 06.6	214	980.297	980.3150	+.048	+.024	+.032	+.027	+.024	+.029
638	W. of White Oaks	Conn.	B. R. W.	1935	41 30.2	73 13.2	67	980.316	980.3146	+.022	+.015	+.024	+.019	+.016	+.022
639	SE. of Meriden	Conn.	B. R. W.	1935	41 30.5	72 46.4	105	980.308	980.3150	+.025	+.014	+.016	+.011	+.009	+.014
640	W. of Higganum	Conn.	B. R. W.	1935	41 29.6	72 35.0	75	980.305	980.3137	+.014	+.006	+.009	+.003	+.001	+.006
641	Killingworth	Conn.	B. R. W.	1935	41 21.5	72 33.9	112.0	980.287	980.3016	+.020	+.007	+.007	+.001	−.001	+.004
642	W. of Prospect	Conn.	B. R. W.	1935	41 30.3	72 59.5	235	980.300	980.3148	+.058	+.031	+.038	+.032	+.030	+.035
643	Birch Hill	N. Y.	B. R. W.	1935	41 30.8	73 32.9	322	980.267	980.3155	+.051	+.016	+.029	+.023	+.021	+.026
644	Still River	Conn.	B. R. W.	1935	41 30.2	73 25.0	77	980.316	980.3146	+.025	+.017	+.028	+.022	+.020	+.025
645	Roxbury Falls	Conn.	B. R. W.	1935	41 30.2	73 19.2	77	980.318	980.3146	+.027	+.019	+.030	+.024	+.022	+.027
646	W. of Moodus	Conn.	B. R. W.	1935	41 30.5	72 28.4	87	980.302	980.3150	+.014	+.004	+.006	+.001	−.002	+.003
647	S. of Marlboro	Conn.	B. R. W.	1935	41 35.1	72 26.8	157	980.291	980.3220	+.018	.000	+.004	−.002	−.005	.000
648	E. of Moodus	Conn.	B. R. W.	1935	41 30.4	72 22.1	125	980.289	980.3149	+.013	−.001	.000	−.006	−.008	−.003
649	Gardner Lake	Conn.	B. R. W.	1935	41 31.0	72 14.7	140	980.273	980.3158	.000	−.016	−.014	−.020	−.023	−.018
650	SW. of Norwich	Conn.	B. R. W.	1935	41 30.5	72 08.6	35	980.288	980.3150	−.016	−.020	−.020	−.026	−.029	−.024
651	SE. of Norwich	Conn.	B. R. W.	1935	41 30.4	72 02.1	34	980.298	980.3149	−.006	−.010	−.011	−.017	−.020	−.014
652	E. of Preston City	Conn.	B. R. W.	1935	41 31.5	71 55.8	87	980.296	980.3166	+.006	−.004	−.005	−.012	−.014	−.009
653	Pendleton Hill	Conn.	B. R. W.	1935	41 31.2	71 49.5	147	980.267	980.3161	−.004	−.020	−.022	−.028	−.031	−.026
654	Klecknersville	Pa.	B. R. W.	1935	40 46.2	75 25.4	251	980.146	980.2491	−.026	−.054	−.036	−.041	−.043	−.038
655	Moorestown	Pa.	B. R. W.	1935	40 46.6	75 22.2	234	980.152	980.2496	−.025	−.052	−.034	−.039	−.041	−.036
656	Point Phillip	Pa.	B. R. W.	1935	40 47.6	75 24.9	247	980.149	980.2511	−.026	−.054	−.035	−.040	−.042	−.037
657	St. Joseph's School	Pa.	B. R. W.	1935	40 47.5	75 28.3	219	980.147	980.2510	−.036	−.061	−.041	−.046	−.048	−.043
658	Fullerton	Pa.	B. R. W.	1935	41 59.0	78 31.0	692	980.185	980.358	+.041	−.032	+.016	+.008	+.005	+.011
659	N. of Summit City	Pa.	B. R. W.	1935	41 57.2	78 32.1	716	980.175	980.355	+.041	−.034	+.015	+.007	+.003	+.010
660	S. of Summit City	Pa.	B. R. W.	1935	41 56.4	78 32.4	670	980.184	980.354	+.037	−.034	+.014	+.006	+.003	+.009
661	Deputy	Pa.	B. R. W.	1935	41 55.6	78 32.6	689	980.179	980.353	+.039	−.035	+.014	+.006	+.002	+.009
662	Rew	Pa.	B. R. W.	1935	41 54.4	78 32.5	688	980.177	980.351	+.038	−.035	+.013	+.005	+.002	+.008
663	Aiken	Pa.	B. R. W.	1935	41 52.8	78 34.6	674	980.174	980.348	+.034	−.038	+.011	+.003	−.001	+.006
664	Gifford P. O.	Pa.	B. R. W.	1935	41 51.3	78 35.7	678	980.176	980.346	+.039	−.033	+.016	+.007	+.004	+.011
665	Cyclone P. O.	Pa.	B. R. W.	1935	41 49.9	78 35.6	671	980.176	980.344	+.039	−.032	+.017	+.008	+.005	+.011

† Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude φ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
666	Knopp Lease	Pa.	B. R. W.	1935	41 53.9	78 33.9	691	980.177	980.350	+0.040	−0.033	+0.015	+0.007	+0.004	+0.011
667	Daniels Property	Pa.	B. R. W.	1935	41 58.3	78 31.8	682	980.185	980.357	+.038	−.035	+.013	+.005	+.002	+.008
668	Ormsby	Pa.	B. R. W.	1935	41 48.4	78 32.7	664	980.179	980.342	+.042	−.029	+.020	+.012	+.008	+.015
669	S. of Olean	N. Y.	B. R. W.	1935	42 03.8	78 26.5	448	980.237	980.365	+.010	−.038	+.009	+.001	−.002	+.004
670	Fritz	N. Y.	B. R. W.	1935	42 02.8	78 26.6	502	980.227	980.363	+.019	−.035	+.012	+.004	+.001	+.007
671	Rocky Crest	N. Y.	B. R. W.	1935	42 01.3	78 27.8	724	980.177	980.361	+.039	−.037	+.010	+.002	−.002	+.005
672	Forest Oil Co.	N. Y.	B. R. W.	1935	42 00.7	78 29.3	728	980.177	980.360	+.042	−.035	+.012	+.004	+.001	+.008
673	Knapp's Creek	N. Y.	B. R. W.	1935	42 00.5	78 30.7	729	980.178	980.360	+.043	−.034	+.014	+.006	+.003	+.009
674	Bingham	Pa.	B. R. W.	1935	41 49.1	78 36.6	650	980.185	980.343	+.043	−.027	+.022	+.014	+.010	+.017
675	Mt. Alton	Pa.	B. R. W.	1935	41 47.9	78 37.1	645	980.182	980.341	+.040	−.030	+.020	+.011	+.008	+.015
676	W. of Backus	Pa.	B. R. W.	1935	41 47.8	78 35.3	645	980.184	980.341	+.042	−.027	+.022	+.014	+.010	+.017
677	Backus	Pa.	B. R. W.	1935	41 48.2	78 34.2	639	980.185	980.342	+.040	−.029	+.020	+.012	+.009	+.015
678	N. of Davie	Fla.	B. R. W.	1936	26 05.7	80 13.6	1	979.074	979.046	+.028	+.028	+.010	+.001	−.003	+.003
679	SW. of Deerfield	Fla.	B. R. W.	1936	26 16.4	80 12.1	9	979.087	979.059	+.031	+.030	+.012	+.003	.000	+.006
680	W. of Delray Beach	Fla.	B. R. W.	1936	26 28.7	80 12.3	6	979.108	979.074	+.036	+.035	+.018	+.009	+.006	+.012
681	Platt	Fla.	B. R. W.	1936	26 42.4	80 10.7	9	979.131	979.090	+.044	+.043	+.025	+.017	+.013	+.019
682	Miami Canal	Fla.	B. R. W.	1936	25 57.4	80 27.4	8	979.056	979.036	+.022	+.021	+.005	−.004	−.007	−.001
683	20 Mile Bend	Fla.	B. R. W.	1936	26 41.3	80 23.1	5	979.122	979.089	+.035	+.034	+.019	+.011	+.007	+.013
684	South Bay	Fla.	B. R. W.	1936	26 39.9	80 42.9	7	979.116	979.087	+.031	+.030	+.017	+.009	+.006	+.012
685	Clewiston	Fla.	B. R. W.	1936	26 45.7	80 54.9	9	979.125	979.094	+.034	+.033	+.021	+.013	+.010	+.016
686	La Belle	Fla.	B. R. W.	1936	26 45.7	81 26.0	5	979.106	979.094	+.014	+.014	+.003	−.004	−.008	−.002
687	United Naval Stores	Fla.	B. R. W.	1936	26 46.2	81 14.1	5	979.124	979.095	+.031	+.031	+.019	+.012	+.009	+.014
688	Brown's Farm	Fla.	B. R. W.	1936	26 33.4	80 30.8	5	979.111	979.079	+.034	+.033	+.019	+.011	+.007	+.013
689	Range Line	Fla.	B. R. W.	1936	26 37.1	80 11.6	8	979.125	979.084	+.043	+.042	+.025	+.016	+.013	+.019
690	W. of Fort Green	Fla.	B. R. W.	1936	27 35.5	82 07.5	37	979.157	979.155	+.013	+.008	+.001	−.006	−.008	−.003
691	Wimauma	Fla.	B. R. W.	1936	27 42.9	82 18.7	27	979.167	979.164	+.011	+.008	.000	−.006	−.009	−.004
692	Riverview	Fla.	B. R. W.	1936	27 52.4	82 20.4	6	979.192	979.176	+.018	+.017	+.010	+.004	+.001	+.006
693	Manatee	Fla.	B. R. W.	1936	27 29.7	82 32.0	4	979.155	979.148	+.008	+.008	−.001	−.008	−.010	−.005
694	Port Tampa	Fla.	B. R. W.	1936	27 51.6	82 31.7	3	979.194	979.175	+.020	+.020	+.011	+.005	+.003	+.008
695	St. Petersburg	Fla.	B. R. W.	1936	27 48.9	82 40.2	15	979.191	979.171	+.025	+.024	+.014	+.009	+.006	+.011
696	Four Corners	Fla.	B. R. W.	1936	27 37.9	82 05.2	41	979.171	979.158	+.026	+.021	+.014	+.007	+.005	+.010
697	Homeland	Fla.	B. R. W.	1936	27 50.5	81 49.5	35	979.183	979.173	+.021	+.017	+.010	+.003	.000	+.005
698	Amelia	Va.	C. I. A.	1936	37 21.1	77 58.2	110.9	979.947	979.9475	+.034	+.021	+.028	+.024	+.022	+.026
699	Winterpock	Va.	C. I. A.	1936	37 20.5	77 43.1	65	979.949	979.9466	+.022	+.015	+.018	+.014	+.012	+.016
700	Ettrick	Va.	C. I. A.	1936	37 15.2	77 25.5	34	979.920	979.9390	−.008	−.012	−.014	−.018	−.020	−.016

† Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude ϕ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
701	Leader	Va.	C. I. A.	1936	37 16.8	77 34.0	95	979.914	979.9413	+0.002	−0.009	−0.008	−0.012	−0.014	−0.010
702	Prince George	Va.	C. I. A.	1936	37 13.6	77 16.4	42	979.939	979.9366	+.015	+.011	+.008	+.003	+.001	+.006
703	Cadillac	Va.	C. I. A.	1936	37 11.4	77 12.6	38.4	979.947	979.9335	+.025	+.021	+.018	+.013	+.010	+.015
704	SW. of Burrowsville	Va.	C. I. A.	1936	37 11.1	77 06.2	20.1	979.943	979.9330	+.016	+.014	+.010	+.005	+.003	+.007
705	Spring Grove	Va.	C. I. A.	1936	37 10.0	76 58.6	33.2	979.925	979.9315	+.004	.000	−.005	−.010	−.013	−.008
706	Surry	Va.	C. I. A.	1936	37 08.0	76 50.0	40	979.912	979.9286	−.004	−.009	−.015	−.021	−.023	−.018
707	Bacon's Castle	Va.	C. I. A.	1936	37 06.4	76 43.8	25.0	979.910	979.9263	−.009	−.011	−.019	−.024	−.027	−.022
708	Warwick	Va.	C. I. A.	1936	37 07.6	76 32.8	10	979.919	979.9280	−.006	−.007	−.015	−.021	−.024	−.019
709	Little Bethel Church	Va.	C. I. A.	1936	37 02.5	76 25.8	6.1	979.895	979.9206	−.024	−.024	−.034	−.040	−.043	−.038
710	E. of Blocksomes Corners	Va.	C. I. A.	1936	37 03.6	76 17.6	3	979.896	979.9222	−.025	−.026	−.036	−.043	−.045	−.040
711	Oakwood	Va.	C. I. A.	1936	36 55.7	76 14.6	4.3	979.892	979.9108	−.018	−.018	−.029	−.036	−.040	−.034
712	Lynn Haven*	Va.			36 54.8	76 03.6	1.8	979.884*	979.9095	−.025	−.025	−.038	−.046	−.049	−.043
713	Chanty Neck	Va.	C. I. A.	1936	36 39.6	75 59.2	0.3	979.845	979.8876	−.042	−.042	−.057	−.066	−.070	−.064
714	Welsh	La.	C. I. A.	1936	30 13.6	92 49.4	5.8	979.330	979.3555	−.024	−.024	−.027	−.030	−.031	−.027
715	Grand Chenier	La.	C. I. A.	1936	29 46.0	92 58.4	2.4	979.310	979.3196	−.009	−.009	−.014	−.017	−.018	−.015
716	Oakdale	La.	C. I. A.	1936	30 49.4	92 39.6	35.1	979.383	979.4025	−.009	−.013	−.013	−.015	−.016	−.013
717	Sandel	La.	C. I. A.	1936	31 22.9	93 26.4	66.4	979.414	979.4470	−.012	−.020	−.016	−.018	−.019	−.016
718	Kingston	La.	C. I. A.	1936	32 11.0	93 42.6	69.8	979.510	979.5117	+.020	+.012	+.018	+.017	+.016	+.019
719	Vernon	Tex.	C. I. A.	1936	34 09.1	99 16.3	364.5	979.524	979.6741	−.038	−.079	−.032	−.032	−.032	−.029
720	Midland	Tex.	C. I. A.	1936	32 00.2	102 03.7	843.7	979.223	979.4971	−.014	−.109	−.015	−.018	−.020	−.014
721	Sweetwater 2	Tex.	C. I. A.	1936	32 28.5	100 23.7	651.1	979.302	979.5354	−.032	−.106	−.036	−.039	−.040	−.035
722	Kerrville 2	Tex.	C. I. A.	1936	30 02.0	99 08.2	490.4	979.219	979.3404	+.030	−.025	+.027	+.022	+.020	+.025
723	Del Rio	Tex.	C. I. A.	1936	29 21.8	100 53.2	291.4	979.193	979.2884	−.006	−.039	+.008	+.009	+.009	+.013
724	Sam Fordyce	Tex.	C. I. A.	1936	26 15.1	98 31.9	46.9	978.997	979.0573	−.046	−.051	−.044	−.044	−.045	−.042
725	Port Isabel 2	Tex.	C. I. A.	1936	26 04.7	97 12.5	3.0	979.080	979.0449	+.036	+.036	+.029	+.025	+.023	+.027
726	Alice	Tex.	C. I. A.	1936	27 45.1	98 03.9	59.7	979.111	979.1665	−.037	−.044	−.038	−.039	−.039	−.036
727	Corpus Christi	Tex.	C. I. A.	1936	27 49.2	97 23.3	1.2	979.145	979.1716	−.026	−.026	−.028	−.029	−.029	−.026
728	Bay City	Tex.	C. I. A.	1936	28 59.0	95 57.3	15.2	979.251	979.2593	−.004	−.005	−.008	−.010	−.011	−.007
729	Fairmount	Tex.	C. I. A.	1936	31 12.4	93 43.7	53.6	979.385	979.4330	−.032	−.038	−.034	−.036	−.037	−.033
730	Rosenberg	Tex.	C. I. A.	1937	29 33.5	95 47.5	30.5	979.279	979.3034	−.015	−.018	−.018	−.020	−.020	−.017
731	Wallis	Tex.	C. I. A.	1937	29 37.9	96 04.0	38.6	979.283	979.3092	−.014	−.019	−.016	−.018	−.019	−.015
732	Briggs	Tex.	C. I. A.	1937	30 54.7	97 58.6	324.0	979.299	979.4095	−.010	−.047	−.014	−.016	−.017	−.013
733	Bastrop	Tex.	C. I. A.	1937	30 06.7	97 17.5	160.0	979.303	979.3465	+.006	−.012	+.002	+.001	+.001	+.004
734	Fayetteville	Tex.	C. I. A.	1937	29 54.5	96 40.3	117.7	979.278	979.3306	−.016	−.030	−.020	−.022	−.023	−.019
735	Grand Bay	Ala.	C. I. A.	1937	30 31.2	88 19.9	21.5	979.342	979.3786	−.030	−.032	−.036	−.040	−.042	−.038

* See Table V † Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude φ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
736	Alabama Port	Ala.	C. I. A.	1937	30 21.5	88 07.0	1.5	979.338	979.3658	−0.027	−0.028	−0.034	−0.038	−0.040	−0.035
737	Spring Hill	Ala.	C. I. A.	1937	30 43.1	88 09.1	62.2	979.342	979.3942	−.033	−.040	−.042	−.046	−.048	−.044
738	Prine	Ala.	C. I. A.	1937	31 04.9	88 23.0	32.9	979.398	979.4231	−.015	−.019	−.019	−.023	−.024	−.020
739	Calvert	Ala.	C. I. A.	1937	31 09.8	88 00.9	11.6	979.405	979.4295	−.021	−.022	−.023	−.026	−.027	−.023
740	Yarbo	Ala.	C. I. A.	1937	31 31.7	88 16.7	61.6	979.445	979.4588	+.005	−.002	.000	−.003	−.004	.000
741	Bolinger	Ala.	C. I. A.	1937	31 46.5	88 19.2	51.6	979.472	979.4786	+.009	+.003	+.006	+.003	+.002	+.006
742	Salitpa	Ala.	C. I. A.	1937	31 36.1	88 02.3	20.6	979.450	979.4646	−.008	−.010	−.009	−.012	−.013	−.010
743	Salt Creek	Ala.	C. I. A.	1937	31 26.8	87 52.3	20.7	979.430	979.4522	−.016	−.018	−.017	−.020	−.022	−.018
744	Allen	Ala.	C. I. A.	1937	31 35.7	87 43.9	36.9	979.443	979.4641	−.010	−.014	−.012	−.015	−.017	−.013
745	Sand Flat	Ala.	C. I. A.	1937	31 49.5	87 46.2	94.6	979.476	979.4826	+.023	+.012	+.015	+.012	+.010	+.014
746	Campbell	Ala.	C. I. A.	1937	31 55.3	87 59.1	39.8	979.503	979.4905	+.025	+.020	+.023	+.020	+.019	+.023
747	Damon	Ala.	C. I. A.	1937	31 46.3	87 32.4	30.8	979.459	979.4784	−.010	−.013	−.011	−.014	−.015	−.012
748	Claiborne	Ala.	C. I. A.	1937	31 32.6	87 31.1	56.1	979.434	979.4600	−.009	−.015	−.013	−.016	−.018	−.014
749	Megargel	Ala.	C. I. A.	1937	31 22.7	87 25.4	118.6	979.409	979.4467	−.001	−.015	−.012	−.016	−.017	−.013
750	Bay Minnette	Ala.	C. I. A.	1937	30 51.6	87 42.0	56.4	979.376	979.4054	−.012	−.018	−.019	−.024	−.025	−.021
751	Robinsonville	Ala.	C. I. A.	1937	31 05.8	87 26.2	78.9	979.384	979.4242	−.016	−.025	−.024	−.028	−.030	−.025
752	Stockton	Ala.	C. I. A.	1937	31 01.2	87 50.0	46.3	979.377	979.4182	−.027	−.032	−.033	−.036	−.038	−.034
753	Fairhope	Ala.	C. I. A.	1937	30 31.5	87 53.2	34.4	979.346	979.3790	−.022	−.026	−.030	−.035	−.036	−.032
754	Elberta	Ala.	C. I. A.	1937	30 24.9	87 36.0	20.4	979.348	979.3703	−.016	−.018	−.024	−.029	−.030	−.026
755	Muscogee	Ala.	C. I. A.	1937	30 36.5	87 24.9	18.9	979.368	979.3855	−.012	−.014	−.018	−.022	−.024	−.020
756	Sonora	Tex.	C. A. S.	1937	30 34.1	100 38.5	648.2	979.173	979.3823	−.009	−.083	−.011	−.015	−.017	−.012
757	Fort Stockton	Tex.	C. A. S.	1937	30 53.7	102 52.9	906.3	979.105	979.4082	−.024	−.126	−.024	−.027	−.028	−.022
758	Kent	Tex.	C. A. S.	1937	31 04.1	104 12.1	1,290.8	979.051	979.4220	+.027	−.118	+.020	+.012	+.009	+.016
759	Orla	Tex.	C. A. S.	1937	31 49.5	103 54.7	874.0	979.139	979.4826	−.074	−.173	−.063	−.063	−.063	−.059
760	Carlsbad	N. Mex.	C. A. S.	1937	32 24.6	104 13.8	946.9	979.201	979.5301	−.037	−.144	−.023	−.024	−.025	−.020
761	Roswell	N. Mex.	C. A. S.	1937	33 23.6	104 30.7	1,086.6	979.251	979.6109	−.025	−.148	−.011	−.012	−.013	−.007
762	Lovington	N. Mex.	C. A. S.	1937	32 57.9	103 21.0	1,195.1	979.241	979.5756	+.034	−.101	+.025	+.019	+.018	+.024
763	Fort Sumner	N. Mex.	C. A. S.	1937	34 28.2	104 14.0	1,230.2	979.284	979.7008	−.037	−.176	−.027	−.029	−.031	−.024
764	Albuquerque	N. Mex.	C. A. S.	1937	35 05.1	106 37.4	1,571.4	979.221	979.7527	−.047	−.224	−.026	−.030	−.032	−.025
765	Socorro	N. Mex.	C. A. S.	1937	34 04.1	106 54.4	411.4	979.184	979.6671	−.048	−.206	−.018	−.022	−.025	−.017
766	Carrizozo	N. Mex.	C. A. S.	1937	33 38.7	105 52.4	1,654.9	979.146	979.6318	+.025	−.161	+.030	+.020	+.016	+.025
767	Alamogordo	N. Mex.	C. A. S.	1937	32 54.1	105 57.6	1,322.6	979.123	979.5703	−.039	−.187	−.014	−.021	−.024	−.016
768	Deming	N. Mex.	C. A. S.	1937	32 16.0	107 46.2	1,325.9	979.093	979.5185	−.016	−.166	−.010	−.014	−.016	−.009
769	Safford	Ariz.	C. A. S.	1937	32 49.9	109 42.0	889.6	979.228	979.5647	−.062	−.162	−.020	−.022	−.023	−.017
770	Cochise	Ariz.	C. A. S.	1937	32 06.6	109 55.5	1,290.8	979.105	979.5057	−.002	−.148	−.003	−.011	−.015	−.006

† Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude φ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*Meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
771	University	Ariz.	C. A. S.	1937	32 13.9	110 57.1	740.3	979.255	979.5156	−0.032	−0.116	−0.011	−0.014	−0.015	−0.010
772	Tucson	Ariz.	C. A. S.	1937	32 14.8	110 50.1	775.9	979.244	979.5168	−.033	−.120	−.009	−.013	−.015	−.009
773	South Mountain	Pa.	A. J. H.	1937	40 36.1	75 22.6	206	980.132	980.2340	−.038	−.061	−.048	−.053	−.054	−.050
774	Empire State Bldg	N. Y.	A. J. H.	1937	40 44.9	73 59.2	16.2	980.269	980.2472	+.027	+.026	+.026	+.022	+.020	+.025
775	Quarry	R. I.	C. A. S.	1937	42 00.3	71 27.3	115	980.325	980.3596	+.001	−.012	−.011	−.017	−.020	−.015
776	Elder Ballou	R. I.	C. A. S.	1937	42 00.5	71 27.8	118	980.323	980.3598	.000	−.014	−.013	−.019	−.021	−.016
777	Hoar	Mass.	C. A. S.	1937	42 01.1	71 28.9	93	980.325	980.3608	−.007	−.018	−.016	−.022	−.025	−.020
778	West Wrentham	Mass.	C. A. S.	1937	42 01.9	71 25.4	89	980.335	980.3620	.000	−.010	−.009	−.015	−.018	−.013
779	Rainville	R. I.	C. A. S.	1937	41 58.5	71 29.0	61	980.329	980.3568	−.009	−.016	−.015	−.021	−.024	−.018
780	Diamond Hill	R. I.	C. A. S.	1937	41 59.4	71 24.7	55	980.342	980.3582	+.001	−.005	−.006	−.012	−.014	−.009
781	Wood	R. I.	C. A. S.	1937	41 36.4	71 36.4	108	980.279	980.3239	−.012	−.024	−.026	−.032	−.035	−.029
782	Pray Hill	R. I.	C. A. S.	1937	41 51.3	71 44.3	212	980.276	980.3462	−.005	−.029	−.024	−.031	−.034	−.028
783	Wright	Conn.	C. A. S.	1937	41 50.4	71 57.4	147	980.292	980.3448	−.007	−.024	−.019	−.025	−.028	−.022
784	Knowlton	Conn.	C. A. S.	1937	41 51.1	72 11.7	154	980.299	980.3458	+.001	−.017	−.009	−.016	−.018	−.013
785	Southbridge	Mass.	C. A. S.	1937	42 06.5	72 00.9	159	980.326	980.3688	+.006	−.012	−.002	−.008	−.011	−.006
786	Auger	Mass.	C. A. S.	1937	42 05.1	71 45.7	169	980.302	980.3668	−.013	−.032	−.025	−.032	−.034	−.029
787	Parker	Mass.	C. A. S.	1937	42 05.1	71 32.0	72	980.329	980.3668	−.016	−.024	−.022	−.028	−.030	−.025
788	Sharon	Mass.	C. A. S.	1937	42 05.4	71 17.8	57	980.349	980.3672	−.001	−.007	−.008	−.014	−.016	−.011
789	King	Mass.	C. A. S.	1937	41 58.4	70 58.5	23	980.351	980.3567	+.001	−.001	−.006	−.012	−.014	−.009
790	Heath	Mass.	C. A. S.	1937	42 42.2	71 40.5	93.9	980.394	980.4223	+.001	−.010	.000	−.005	−.007	−.002
791	Rindge	N. H.	C. A. S.	1937	42 43.0	71 56.0	399.0	980.333	980.4235	+.033	−.012	+.007	.000	−.003	+.003
792	Billings	Mass.	C. A. S.	1937	42 41.5	72 11.4	346.3	980.343	980.4212	+.029	−.010	+.010	+.003	.000	+.006
793	Streeter	Mass.	C. A. S.	1937	42 41.2	72 29.5	111.6	980.391	980.4208	+.005	−.008	+.013	+.007	+.005	+.010
794	Stowe	Mass.	C. A. S.	1937	42 42.0	72 46.4	258	980.369	980.4220	+.027	.000	+.029	+.021	+.018	+.024
795	Foster	Mass.	C. A. S.	1937	42 42.3	73 01.8	659	980.263	980.4224	+.044	−.029	+.006	−.003	−.006	.000
796	Tenney	N. Y.	C. A. S.	1937	42 43.4	73 16.7	639	980.236	980.4241	+.009	−.060	−.027	−.035	−.038	−.032
797	Carnrick	N. Y.	C. A. S.	1937	42 40.6	73 30.7	288.0	980.293	980.4199	−.038	−.070	−.042	−.048	−.050	−.045
798	Amsterdam	N. Y.	C. A. S.	1937	42 56.2	74 13.0	136.6	980.376	980.4433	−.025	−.041	−.014	−.017	−.019	−.014
799	Loman	N. Y.	C. A. S.	1937	42 47.8	74 02.3	214.0	980.343	980.4307	−.022	−.046	−.020	−.023	−.025	−.020
800	Sigsbury	N. Y.	C. A. S.	1937	43 03.5	74 28.5	336	980.350	980.4542	.000	−.038	−.004	−.009	−.011	−.006
801	Miller	Mass.	C. A. S.	1937	42 11.2	73 18.8	296	980.281	980.3759	−.004	−.036	−.012	−.019	−.022	−.016
802	Ham	N. Y.	C. A. S.	1937	42 12.0	73 49.1	82	980.304	980.3771	−.048	−.057	−.040	−.043	−.045	−.040
803	Spruceton	N. Y.	C. A. S.	1937	42 11.5	74 19.3	548	980.239	980.3764	+.032	−.028	+.014	+.003	−.001	+.006
804	Roney	N. Y.	C. A. S.	1937	42 10.7	74 47.4	482.2	980.263	980.3752	+.037	−.017	+.028	+.017	+.014	+.021
805	Newburgh	N. Y.	C. A. S.	1937	41 31.4	74 01.9	91	980.259	980.3164	−.029	−.040	−.027	−.031	−.033	−.028

† Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude ϕ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
806	Scofield	Conn.	C. A. S.	1937	41 11.3	73 30.2	161.5	980.285	980.2864	+0.048	+0.030	+0.035	+0.030	+0.028	+0.033
807	Somerset Hills	N. J.	C. A. S.	1937	40 43.5	74 35.2	178.3	980.183	980.2450	−.007	−.027	−.018	−.024	−.026	−.021
808	Lamington	N. J.	C. A. S.	1937	40 39.5	74 42.7	51.8	980.197	980.2390	−.026	−.032	−.025	−.029	−.031	−.026
809	Cassedy	N. J.	C. A. S.	1937	40 51.7	74 44.5	336.5	980.158	980.2572	+.005	−.033	−.017	−.023	−.026	−.020
810	Hansell	N. J.	C. A. S.	1937	40 53.1	74 58.1	213	980.178	980.2594	−.016	−.040	−.023	−.028	−.031	−.026
811	Radle	N. J.	C. A. S.	1937	40 45.9	75 03.5	370	980.134	980.2486	.000	−.041	−.027	−.032	−.034	−.029
812	Osmun	N. J.	C. A. S.	1937	40 54.6	75 03.0	211.2	980.177	980.2615	−.019	−.043	−.025	−.031	−.033	−.028
813	Pocono Lake	Pa.	C. A. S.	1937	41 06.2	75 29.4	517.6	980.128	980.2788	+.009	−.049	−.014	−.022	−.026	−.020
814	Long Pond	Pa.	C. A. S.	1937	41 03.7	75 29.0	573.0	980.110	980.2751	+.012	−.053	−.019	−.027	−.030	−.024
815	Pohopoco	Pa.	C. A. S.	1937	41 00.9	75 28.9	562.1	980.110	980.2710	+.012	−.050	−.019	−.027	−.030	−.024
816	Flick	Pa.	C. A. S.	1937	40 58.2	75 27.9	298.4	980.155	980.2669	−.020	−.053	−.026	−.032	−.035	−.029
817	Dorshimer	Pa.	C. A. S.	1937	40 56.0	75 28.6	269.7	980.156	980.2636	−.024	−.055	−.029	−.036	−.038	−.033
818	Gregory	Pa.	C. A. S.	1937	40 54.4	75 27.9	208.8	980.165	980.2613	−.032	−.055	−.031	−.037	−.040	−.034
819	Borger	Pa.	C. A. S.	1937	40 52.2	75 26.7	201.2	980.163	980.2580	−.033	−.054	−.032	−.037	−.040	−.034
820	Smith	Pa.	C. A. S.	1937	40 50.2	75 26.2	178.6	980.164	980.2550	−.036	−.056	−.034	−.040	−.042	−.037
821	Gyer	Pa.	C. A. S.	1937	40 35.3	75 31.4	88.1	980.153	980.2328	−.053	−.063	−.049	−.054	−.055	−.051
822	Guth	Pa.	C. A. S.	1937	40 31.2	75 32.8	114.6	980.142	980.2268	−.049	−.062	−.050	−.054	−.056	−.051
823	Schreiber	Pa.	C. A. S.	1937	40 29.2	75 31.3	227.4	980.122	980.2238	−.032	−.057	−.044	−.049	−.051	−.046
824	Smoketown	Pa.	C. A. S.	1937	40 23.7	75 19.4	183.5	980.128	980.2156	−.031	−.052	−.043	−.048	−.050	−.045
825	Crouthamel	Pa.	C. A. S.	1937	40 18.8	75 19.6	145.7	980.129	980.2083	−.034	−.051	−.044	−.048	−.050	−.046
826	Alexander	Pa.	C. A. S.	1937	40 16.2	75 15.2	89.6	980.143	980.2045	−.034	−.044	−.038	−.042	−.044	−.040
827	Shelly	Pa.	C. A. S.	1937	40 28.8	75 22.4	170.7	980.136	980.2232	−.034	−.054	−.043	−.048	−.050	−.045
828	Quakertown	Pa.	C. A. S.	1937	40 26.6	75 21.1	153.6	980.140	980.2199	−.032	−.050	−.040	−.044	−.046	−.042
829	Sellersville	Pa.	C. A. S.	1937	40 21.5	75 18.6	93.9	980.138	980.2124	−.045	−.056	−.048	−.052	−.054	−.050
830	Dorman	Pa.	C. A. S.	1937	40 25.8	75 37.5	191	980.120	980.2187	−.040	−.061	−.048	−.052	−.055	−.050
831	Richard	Pa.	C. A. S.	1937	40 27.8	75 37.8	325	980.094	980.2217	−.027	−.063	−.049	−.054	−.056	−.051
832	Wolfgong	Pa.	C. A. S.	1937	40 21.8	75 39.3	215.2	980.112	980.2128	−.034	−.059	−.047	−.052	−.054	−.049
833	Moyer	Pa.	C. A. S.	1937	40 23.8	75 42.4	116	980.126	980.2158	−.054	−.067	−.054	−.059	−.061	−.056
834	Strause	Pa.	C. A. S.	1937	40 27.6	75 49.5	123.7	980.129	980.2214	−.054	−.068	−.054	−.058	−.060	−.056
835	Gottfried	Pa.	C. A. S.	1937	40 24.4	75 53.1	260.6	980.098	980.2167	−.038	−.067	−.053	−.057	−.059	−.055
836	Kieffer	Pa.	C. A. S.	1937	40 25.0	75 52.2	246.9	980.101	980.2176	−.040	−.068	−.054	−.058	−.060	−.056
837	Fire Co.	Pa.	C. A. S.	1937	40 20.6	75 52.3	113.7	980.121	980.2110	−.055	−.067	−.055	−.059	−.061	−.056
838	Smeck	Pa.	C. A. S.	1937	40 19.2	75 53.9	229.5	980.099	980.2089	−.039	−.063	−.051	−.055	−.057	−.053
839	Barsby	Pa.	C. A. S.	1937	40 21.8	75 46.3	113.7	980.126	980.2128	−.052	−.065	−.053	−.057	−.059	−.054
840	Hammond	Va.	C. A. S.	1937	37 25.8	76 19.7	2.4	979.946	979.9543	−.008	−.008	−.017	−.022	−.025	−.020

† Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude ϕ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
841	Trader	Va.	C. A. S.	1937	37 29.2	76 18.5	2.7	979.946	979.9593	−0.012	−0.013	−0.022	−0.027	−0.030	−0.025
842	Soles	Va.	C. A. S.	1937	37 27.9	76 26.7	5.5	979.958	979.9574	+.002	+.002	−.006	−.012	−.014	−.010
843	Diggs	Va.	C. A. S.	1937	37 26.2	76 15.6	2.1	979.944	979.9549	−.010	−.010	−.020	−.026	−.028	−.023
844	Bay Side	Va.	C. A. S.	1937	37 19.6	76 17.6	1.5	979.937	979.9453	−.008	−.008	−.018	−.024	−.026	−.021
845	Yorktown	Va.	C. A. S.	1937	37 14.3	76 30.6	4.6	979.932	979.9376	−.004	−.004	−.013	−.019	−.021	−.016
846	Dare	Va.	C. A. S.	1937	37 10.2	76 26.3	2.7	979.919	979.9318	−.012	−.012	−.021	−.027	−.030	−.025
847	Royster	Va.	C. A. S.	1938	36 55.4	78 05.2	145.4	979.888	979.9104	+.022	+.006	+.013	+.008	+.006	+.011
848	Edgerton	Va.	C. A. S.	1938	36 46.8	77 46.7	95.7	979.873	979.8979	+.005	−.006	−.005	−.010	−.013	−.008
849	Pierce	Va.	C. A. S.	1938	36 35.3	77 24.9	24.7	979.890	979.8814	+.016	+.013	+.010	+.005	+.003	+.008
850	Boykins	Va.	C. A. S.	1938	36 34.6	77 12.0	12.5	979.888	979.8804	+.012	+.010	+.004	−.001	−.004	+.001
851	Como	N. C.	C. A. S.	1938	36 30.0	77 00.5	21.9	979.869	979.8738	+.002	.000	−.008	−.014	−.017	−.012
852	Gatesville	N. C.	C. A. S.	1938	36 24.3	76 45.5	7.9	979.862	979.8656	−.001	−.002	−.012	−.019	−.022	−.016
853	Sandy Cross	N. C.	C. A. S.	1938	36 21.9	76 32.8	16.8	979.859	979.8622	+.002	.000	−.011	−.019	−.022	−.016
854	Story	N. C.	C. I. A.	1938	36 17.4	76 24.2	5	979.854	979.8557	.000	−.001	−.014	−.022	−.025	−.020
855	Weeksville	N. C.	C. I. A.	1938	36 12.3	76 09.8	1.2	979.828	979.8484	−.020	−.020	−.036	−.045	−.049	−.043
856	Old Trap Wharf	N. C.	C. I. A.	1938	36 13.9	76 03.1	0.9	979.816	979.8507	−.034	−.034	−.051	−.062	−.066	−.059
857	Powells Point	N. C.	C. I. A.	1938	36 09.6	75 51.4	3.0	979.800	979.8445	−.044	−.044	−.064	−.076	−.081	−.074
858	Kitty Hawk	N. C.	C. I. A.	1938	36 03.9	75 42.4	0.9	979.796	979.8364	−.040	−.040	−.064	−.077	−.082	−.075
859	Hickory	Va.	C. I. A.	1938	36 38.5	76 12.3	5.2	979.861	979.8860	−.023	−.024	−.037	−.045	−.048	−.043
860	Plymouth	N. C.	C. I. A.	1938	35 52.3	76 45.3	3.7	979.807	979.8198	−.012	−.012	−.024	−.032	−.036	−.030
861	Jasper	N. C.	C. I. A.	1938	35 11.6	77 12.0	10.4	979.745	979.7619	−.014	−.015	−.026	−.035	−.038	−.032
862	Godley	S. C.	C. I. A.	1938	32 54.9	80 40.0	24.1	979.571	979.5715	+.007	+.004	+.001	−.004	−.006	−.001
863	Alma	Ga.	C. I. A.	1938	31 32.0	82 27.9	59.1	979.451	979.4592	+.010	+.003	+.004	−.001	−.002	+.002
864	Waresboro	Ga.	C. I. A.	1938	31 14.2	82 26.0	45.1	979.427	979.4354	+.006	.000	−.001	−.005	−.007	−.002
865	Fort Mudge	Ga.	C. I. A.	1938	31 03.9	82 11.1	40.2	979.423	979.4218	+.014	+.009	+.006	+.002	.000	+.004
866	Folkston	Ga.	C. I. A.	1938	30 49.6	82 00.3	25.0	979.403	979.4028	+.008	+.005	+.001	−.004	−.006	−.001
867	Hilliard	Fla.	C. I. A.	1938	30 42.1	81 55.5	20.4	979.396	979.3929	+.009	+.007	+.002	−.002	−.004	.000
868	Italia	Fla.	C. I. A.	1938	30 37.0	81 43.1	6.4	979.397	979.3862	+.013	+.012	+.006	+.002	.000	+.004
869	Lake City	Fla.	C. I. A.	1938	30 11.3	82 37.3	57.9	979.334	979.3525	−.001	−.007	−.009	−.015	−.017	−.012
870	York	Fla.	C. I. A.	1938	29 09.1	82 18.0	26.2	979.256	979.2721	−.008	−.011	−.017	−.022	−.025	−.020
871	Tennille	Fla.	C. I. A.	1938	29 46.6	83 19.6	6.1	979.325	979.3204	+.006	+.006	+.001	−.004	−.006	−.001
872	Perry	Fla.	C. I. A.	1938	30 07.0	83 35.3	13.4	979.338	979.3469	−.005	−.006	−.010	−.014	−.016	−.012
873	Jasper	Fla.	C. I. A.	1938	30 31.0	82 56.7	44.8	979.365	979.3783	.000	−.005	−.006	−.011	−.013	−.008
874	Valdosta	Ga.	C. I. A.	1938	30 49.0	83 16.6	59.1	979.384	979.4020	.000	−.006	−.006	−.010	−.012	−.008
875	Adel	Ga.	C. I. A.	1938	31 08.8	83 25.7	74.1	979.413	979.4282	+.008	−.001	+.002	−.003	−.004	.000

† Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude φ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
876	Tifton	Ga.	C. I. A.	1938	31 27.9	83 30.7	113.7	979.474	979.4537	+0.055	+0.042	+0.047	+0.043	+0.041	+0.046
877	Alapaha	Ga.	C. I. A.	1938	31 23.0	83 12.5	89.0	979.453	979.4471	+.033	+.023	+.027	+.022	+.020	+.025
878	Pearson	Ga.	C. I. A.	1938	31 17.6	82 49.9	61.0	979.446	979.4399	+.025	+.018	+.019	+.015	+.013	+.017
879	Thomasville	Ga.	C. I. A.	1938	30 49.6	83 58.1	82.0	979.384	979.4028	+.006	−.003	−.002	−.006	−.008	−.004
880	Monticello	Fla.	C. I. A.	1938	30 32.7	83 51.1	48.2	979.364	979.3805	−.002	−.007	−.008	−.013	−.014	−.010
881	Sawmill	Fla.	C. I. A.	1938	29 57.7	85 10.6	6.7	979.321	979.3348	−.012	−.012	−.019	−.024	−.026	−.021
882	Idlewood	Fla.	C. I. A.	1938	30 11.3	85 11.9	17.7	979.332	979.3525	−.015	−.017	−.022	−.026	−.028	−.024
883	Blountstown	Fla.	C. I. A.	1938	30 26.3	85 02.8	16.8	979.341	979.3721	−.026	−.028	−.031	−.035	−.036	−.032
884	Sink Creek	Fla.	C. I. A.	1938	30 37.4	85 09.1	19.5	979.342	979.3867	−.039	−.041	−.042	−.046	−.048	−.044
885	Mumford	Fla.	C. I. A.	1938	30 59.8	85 12.6	55	979.389	979.4162	−.010	−.016	−.015	−.019	−.021	−.016
886	Dothan	Ala.	C. I. A.	1938	31 11.3	85 24.2	91.4	979.405	979.4316	+.002	−.009	−.006	−.010	−.011	−.007
887	Bonifay	Fla.	C. I. A.	1938	30 47.3	85 40.8	38.4	979.377	979.3997	−.011	−.015	−.016	−.020	−.022	−.017
888	Rock Hill	Fla.	C. I. A.	1938	30 35.9	86 06.0	65.2	979.354	979.3847	−.011	−.018	−.020	−.025	−.026	−.022
889	Valparaiso	Fla.	C. I. A.	1938	30 30.2	86 29.4	3.0	979.370	979.3773	−.006	−.007	−.011	−.016	−.017	−.013
890	Crestview	Fla.	C. I. A.	1938	30 45.8	86 35.3	51.2	979.377	979.3977	−.005	−.011	−.012	−.016	−.018	−.014
891	Boyd	Fla.	C. I. A.	1938	30 59.5	86 20.0	78.3	979.393	979.4158	+.001	−.008	−.006	−.010	−.012	−.008
892	Blair	Ala.	C. I. A.	1938	31 15.5	86 13.2	93.9	979.426	979.4372	+.018	+.007	+.010	+.006	+.005	+.009
893	Gantt	Ala.	C. I. A.	1938	31 24.4	86 29.0	70.1	979.434	979.4490	+.007	−.001	+.002	−.002	−.003	+.001
894	Rome	Ala.	C. I. A.	1938	31 09.2	86 40.6	74.4	979.433	979.4288	+.027	+.019	+.021	+.017	+.015	+.019
895	State Line	Ala.	C. I. A.	1938	31 02.1	87 01.2	49.7	979.397	979.4193	−.007	−.012	−.012	−.016	−.018	−.014
896	Miller Well	Ala.	C. I. A.	1938	31 21.0	86 48.6	62	979.420	979.4445	−.005	−.012	−.010	−.014	−.015	−.011
897	Garrett Well	Ala.	C. I. A.	1938	31 45.3	86 59.1	105.2	979.450	979.4770	+.006	−.006	−.001	−.005	−.006	−.002
898	Wetumpka	Ala.	C. I. A.	1938	32 31.2	86 12.4	61.6	979.504	979.5391	−.016	−.023	−.014	−.017	−.018	−.014
899	Snowdoun	Ala.	C. I. A.	1938	32 12.6	86 16.0	71.3	979.496	979.5138	+.004	−.004	+.004	+.001	.000	+.004
900	Grady	Ala.	C. I. A.	1938	31 59.3	86 12.3	136.9	979.466	979.4959	+.012	−.003	+.005	+.001	.000	+.004
901	Troy	Ala.	C. I. A.	1938	31 49.6	85 58.6	171.0	979.459	979.4828	+.029	+.010	+.019	+.015	+.013	+.017
902	Glenwood	Ala.	C. I. A.	1938	31 39.8	86 10.5	86.3	979.462	979.4696	+.019	+.009	+.015	+.011	+.010	+.014
903	Elba	Ala.	C. I. A.	1938	31 25.2	86 04.0	60.4	979.453	979.4501	+.022	+.015	+.019	+.015	+.014	+.018
904	Abbeville	Ala.	C. I. A.	1938	31 34.6	85 15.8	126.8	979.451	979.4627	+.027	+.013	+.020	+.016	+.014	+.018
905	Eufaula	Ala.	C. I. A.	1938	31 53.6	85 08.4	81.1	979.484	979.4882	+.021	+.012	+.019	+.015	+.014	+.018
906	Columbus	Ga.	C. I. A.	1938	32 27.0	84 57.6	73.5	979.526	979.5334	+.015	+.007	+.018	+.015	+.014	+.018
907	Cusseta	Ga.	C. I. A.	1938	32 18.6	84 47.6	147.5	979.511	979.5220	+.034	+.018	+.028	+.025	+.024	+.028
908	Richland	Ga.	C. I. A.	1938	32 05.2	84 40.0	177.1	979.486	979.5039	+.037	+.017	+.027	+.023	+.021	+.026
909	Plains	Ga.	C. I. A.	1938	32 02.0	84 23.7	153.0	979.472	979.4995	+.020	+.002	+.012	+.008	+.006	+.010
910	Smithville	Ga.	C. I. A.	1938	31 54.1	84 15.1	101.5	979.480	979.4888	+.022	+.011	+.018	+.015	+.013	+.018

† Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude φ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	meters	gals	gals	gal	gal	gal	gal	gal	gal
911	Leesburg	Ga.	C. I. A.	1938	31 43.9	84 10.3	78.0	979.464	979.4752	+0.013	+0.004	+0.010	+0.006	+0.005	+0.009
912	Sylvester	Ga.	C. I. A.	1938	31 31.4	83 50.2	107.0	979.438	979.4584	+.013	.000	+.006	+.002	.000	+.005
913	Blue Top	N. C.	A. J. H.	1938	34 14.6	77 52.6	13	979.663	979.6817	−.015	−.016	−.028	−.036	−.039	−.034
914	Castle Hayne	N. C.	A. J. H.	1938	34 21.2	77 53.6	7.6	979.694	979.6910	+.005	+.004	−.007	−.014	−.017	−.012
915	Cape Fear River	N. C.	A. J. H.	1938	34 36.2	77 52.5	4	979.694	979.7121	−.017	−.017	−.027	−.034	−.037	−.032
916	Angola	N. C.	A. J. H.	1938	34 42.7	77 38.0	28	979.687	979.7212	−.026	−.029	−.039	−.047	−.050	−.045
917	Kellum	N. C.	A. J. H.	1938	34 48.2	77 21.4	13.7	979.714	979.7289	−.011	−.012	−.024	−.033	−.036	−.030
918	Pikeville	N. C.	A. J. H.	1938	35 31.8	77 59.0	40.2	979.774	979.7906	−.004	−.009	−.012	−.018	−.020	−.016
919	Vanceboro	N. C.	A. J. H.	1938	35 17.7	77 08.8	2.1	979.763	979.7706	−.007	−.007	−.019	−.027	−.030	−.025
920	McConnell	N. C.	A. J. H.	1938	35 26.7	77 03.4	9	979.767	979.7834	−.014	−.015	−.026	−.034	−.037	−.032
921	Slatestone	N. C.	A. J. H.	1938	35 31.6	76 57.2	10.1	979.778	979.7903	−.009	−.010	−.022	−.030	−.034	−.028
922	Edenton	N. C.	A. J. H.	1938	36 03.4	76 37.6	4.0	979.832	979.8357	−.002	−.003	−.015	−.023	−.027	−.021
923	Hinson	N. C.	A. J. H.	1938	35 42.2	76 49.5	14.0	979.790	979.8054	−.011	−.013	−.024	−.033	−.036	−.030
924	Hertford	N. C.	R. W. W.	1938	36 11.0	76 28.4	3.4	979.848	979.8465	+.002	+.002	−.010	−.018	−.022	−.016
925	South Mills	N. C.	R. W. W.	1938	36 31.4	76 21.8	3.4	979.873	979.8758	−.002	−.002	−.014	−.022	−.025	−.020
926	Seaside	Md.	R. W. W.	1938	38 41.4	76 32.3	2.7	980.075	980.0647	+.011	+.011	+.008	+.005	+.003	+.008
927	Hudson	Md.	R. W. W.	1938	38 34.9	76 16.3	2.4	980.042	980.0552	−.012	−.013	−.018	−.022	−.024	−.019
928	Cambridge	Md.	R. W. W.	1938	38 36.0	76 02.7	4.9	980.038	980.0567	−.017	−.018	−.024	−.028	−.031	−.026
929	Vienna	Md.	R. W. W.	1938	38 30.2	75 49.9	3.7	980.031	980.0482	−.016	−.016	−.024	−.030	−.032	−.027
930	Salisbury	Md.	R. W. W.	1938	38 21.7	75 35.3	9.8	980.017	980.0358	−.016	−.017	−.026	−.033	−.036	−.030
931	Snow Hill Ldg	Md.	R. W. W.	1938	38 09.1	75 17.1	1.5	979.994	980.0174	−.023	−.023	−.037	−.045	−.048	−.042
932	Modest Town	Va.	R. W. W.	1938	37 48.6	75 33.9	9.4	979.966	979.9875	−.019	−.020	−.033	−.040	−.044	−.038
933	Willis Wharf	Va.	R. W. W.	1938	37 30.5	75 48.4	1.8	979.949	979.9612	−.012	−.012	−.024	−.032	−.035	−.029
934	Kiptopeke	Va.	R. W. W.	1938	37 08.3	75 58.0	6.4	979.904	979.9290	−.023	−.024	−.036	−.044	−.047	−.042
935	Ocean City	Md.	R. W. W.	1938	38 21.2	75 04.5	1.2	980.019	980.0351	−.016	−.016	−.030	−.037	−.041	−.035
936	Whaleysville	Md.	R. W. W.	1938	38 24.0	75 18.3	11.9	980.024	980.0391	−.011	−.013	−.024	−.031	−.034	−.028
937	Dagsboro	Del.	R. W. W.	1938	38 32.2	75 14.4	8.8	980.037	980.0512	−.012	−.012	−.024	−.030	−.033	−.028
938	Lewes	Del.	R. W. W.	1938	38 46.1	75 08.8	5.2	980.049	980.0716	−.021	−.022	−.032	−.038	−.041	−.036
939	Chester	Pa.	R. W. W.	1938	39 50.7	75 23.9	29.0	980.184	980.1668	+.026	+.023	+.022	+.018	+.016	+.021
940	Bridgeport	N. J.	R. W. W.	1938	39 48.3	75 21.0	2.7	980.186	980.1632	+.024	+.023	+.022	+.018	+.016	+.021
941	Swedesboro	N. J.	R. W. W.	1938	39 43.0	75 18.2	26.8	980.163	980.1553	+.016	+.013	+.011	+.007	+.005	+.009
942	Lincoln	N. J.	R. W. W.	1938	39 40.8	75 14.4	41.5	980.153	980.1521	+.014	+.009	+.006	+.002	.000	+.005
943	Elmer	N. J.	R. W. W.	1938	39 36.2	75 10.8	38.1	980.138	980.1453	+.004	.000	−.003	−.008	−.010	−.005
944	Broatmanville	N. J.	R. W. W.	1938	39 32.3	75 08.5	29.9	980.132	980.1396	+.002	−.002	−.006	−.011	−.013	−.008
945	So. Vineland	N. J.	R. W. W.	1938	39 27.9	75 02.8	18.9	980.129	980.1330	+.002	.000	−.006	−.011	−.013	−.008

† Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude φ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
946	Cumberland	N. J.	R. W. W.	1938	39 23.4	74 58.1	22.6	980.138	980.1264	+0.019	+0.016	+0.010	+0.004	+0.002	+0.007
947	Little Neck	N. J.	R. W. W.	1938	39 16.4	75 13.1	1.2	980.116	980.1161	.000	.000	−.006	−.012	−.014	−.009
948	Port Elizabeth	N. J.	R. W. W.	1938	39 18.6	74 56.1	12.5	980.124	980.1193	+.009	+.007	.000	−.006	−.008	−.003
949	So. Seaville	N. J.	R. W. W.	1938	39 10.7	74 47.2	5.5	980.096	980.1077	−.010	−.011	−.020	−.026	−.029	−.024
950	Woodbine	N. J.	R. W. W.	1938	39 14.6	74 51.4	9.1	980.107	980.1134	−.004	−.005	−.013	−.019	−.022	−.017
951	Cape May	N. J.	R. W. W.	1938	38 56.0	74 56.0	0.9	980.064	980.0861	−.022	−.022	−.032	−.039	−.041	−.036
952	Avalon	N. J.	R. W. W.	1938	39 04.4	74 44.5	2.7	980.077	980.0984	−.021	−.021	−.031	−.038	−.041	−.035
953	Clark's Ldg.	N. J.	R. W. W.	1938	39 34.2	74 33.2	4.6	980.153	980.1423	+.012	+.012	+.004	−.002	−.004	+.001
954	Manahawkin	N. J.	R. W. W.	1938	39 42.0	74 17.0	25.3	980.179	980.1539	+.033	+.030	+.022	+.016	+.014	+.019
955	Speedwell	N. J.	R. W. W.	1938	39 45.8	74 32.6	25.9	980.174	980.1595	+.022	+.020	+.014	+.008	+.006	+.011
956	Elm	N. J.	R. W. W.	1938	39 40.5	74 50.6	39.6	980.149	980.1516	+.010	+.005	+.001	−.004	−.007	−.002
957	Philadelphia, 1938	Pa.	R. W. W.	1938	39 57.0	75 11.4	12.5	980.197	980.1760	+.025	+.024	+.022	+.018	+.016	+.021
958	New Lisbon	N. J.	R. W. W.	1938	39 57.5	74 37.7	15.2	980.203	980.1768	+.031	+.029	+.025	+.021	+.019	+.023
959	Jackson's Mills	N. J.	R. W. W.	1938	40 08.8	74 19.3	32.3	980.215	980.1935	+.032	+.028	+.024	+.020	+.017	+.022
960	Lakewood	N. J.	R. W. W.	1938	40 06.4	74 13.4	18.6	980.194	980.1900	+.010	+.008	+.002	−.002	−.005	.000
961	Silverton	N. J.	R. W. W.	1938	40 00.9	74 08.5	6.4	980.176	980.1818	−.004	−.004	−.011	−.016	−.019	−.014
962	Lavallette	N. J.	R. W. W.	1938	39 57.8	74 04.4	2.1	980.181	980.1772	+.004	+.004	−.003	−.008	−.011	−.006
963	Keansburg	N. J.	R. W. W.	1938	40 25.9	74 08.1	6.1	980.237	980.2189	+.020	+.019	+.016	+.012	+.010	+.015
964	Charleston Springs	N. J.	R. W. W.	1938	40 11.8	74 23.5	62	980.227	980.1980	+.048	+.041	+.039	+.034	+.032	+.036
965	Etra	N. J.	R. W. W.	1938	40 15.1	74 28.0	36.0	980.221	980.2028	+.029	+.025	+.023	+.019	+.016	+.021
966	Grover's Mills	N. J.	R. W. W.	1938	40 18.6	74 34.4	27.7	980.199	980.2080	.000	−.004	−.005	−.009	−.011	−.006
967	Bordentown	N. J.	R. W. W.	1938	40 10.1	74 41.4	17.4	980.208	980.1954	+.018	+.016	+.014	+.010	+.008	+.013
968	Skillman	N. J.	R. W. W.	1938	40 25.3	74 43.0	42.7	980.173	980.2180	−.032	−.037	−.034	−.039	−.041	−.036
969	Rocky Hill	N. J.	R. W. W.	1938	40 23.4	74 39.5	50.6	980.176	980.2152	−.024	−.029	−.029	−.033	−.035	−.030
970	Plainville	N. J.	R. W. W.	1938	40 28.0	74 40.6	34.7	980.180	980.2220	−.031	−.035	−.033	−.038	−.040	−.035
971	Woods Tavern	N. J.	R. W. W.	1938	40 30.4	74 38.2	25.6	980.188	980.2256	−.030	−.033	−.030	−.034	−.037	−.032
972	Sandoval	Ill.	R. W. W.	1938	38 37.2	89 07.0	156.1	980.010	980.0585	.000	−.018	−.001	−.002	−.002	+.001
973	Columbia	Mo.	R. W. W.	1938	38 56.2	92 19.8	227.7	979.983	980.0864	−.033	−.059	−.034	−.034	−.034	−.031
974	Seneca	Kans.	R. W. W.	1938	39 51.7	96 03.1	330.4	980.051	980.1682	−.015	−.053	−.012	−.014	−.014	−.011
975	Zeandale, 1938	Kans.	R. W. W.	1938	39 09.7	96 25.5	306.9	979.980	980.1062	−.032	−.066	−.027	−.027	−.027	−.024
976	Wellington	Kans.	R. W. W.	1938	37 16.6	97 23.6	374.9	979.826	979.9410	+.001	−.042	+.001	+.001	+.001	+.004
977	Caney	Okla.	R. W. W.	1938	34 14.7	96 12.0	154.2	979.645	979.6819	+.011	−.007	+.016	+.016	+.016	+.019
978	Tushka	Okla.	R. W. W.	1938	34 19.8	96 11.8	193.2	979.630	979.6890	+.001	−.021	+.002	+.002	+.002	+.005
979	Dandridge	Okla.	R. W. W.	1938	34 14.7	96 06.6	189.3	979.616	979.6819	−.008	−.029	−.007	−.007	−.007	−.004
980	Atoka	Okla.	R. W. W.	1938	34 19.5	96 05.5	191.7	979.610	979.6886	−.020	−.041	−.018	−.018	−.018	−.016

† Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude φ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
981	Boggy Depot	Okla.	R. W. W.	1938	34 20.1	96 17.4	163.4	979.652	979.6894	+0.013	−0.006	+0.019	+0.018	+0.018	+0.021
982	Voca	Okla.	R. W. W.	1938	34 14.6	96 18.2	211.8	979.651	979.6817	+.035	+.011	+.035	+.034	+.034	+.037
983	Franklin	Okla.	R. W. W.	1938	34 09.4	96 11.9	197.8	979.637	979.6746	+.023	+.001	+.024	+.023	+.023	+.026
984	Matoy	Okla.	R. W. W.	1938	34 09.5	96 05.2	188.4	979.619	979.6747	+.002	−.019	+.003	+.003	+.003	+.006
985	Banty	Okla.	R. W. W.	1938	34 04.2	96 05.6	218.2	979.618	979.6673	+.018	−.007	+.015	+.015	+.015	+.018
986	Pritchard	Okla.	R. W. W.	1938	34 04.2	96 11.5	189.3	979.639	979.6673	+.030	+.009	+.031	+.030	+.030	+.033
987	Armstrong	Okla.	R. W. W.	1938	34 04.3	96 18.1	193.2	979.641	979.6674	+.033	+.011	+.034	+.034	+.034	+.037
988	Caddo	Okla.	R. W. W.	1938	34 09.4	96 17.8	200.9	979.651	979.6746	+.038	+.016	+.039	+.038	+.038	+.041
989	Cobb	Okla.	R. W. W.	1938	34 04.2	96 24.6	197.8	979.641	979.6673	+.035	+.012	+.036	+.035	+.035	+.038
990	Kenefick	Okla.	R. W. W.	1938	34 09.5	96 24.1	198.1	979.668	979.6747	+.054	+.032	+.056	+.055	+.055	+.058
991	Kerens	Tex.	R. W. W.	1939	32 08.1	96 13.7	112.4	979.488	979.5077	+.015	+.002	+.016	+.016	+.015	+.018
992	Marlin	Tex.	R. W. W.	1939	31 18.3	96 53.1	120.4	979.425	979.4409	+.021	+.008	+.023	+.023	+.023	+.026
993	Taylor, 1939	Tex.	R. W. W.	1939	30 34.8	97 24.8	173.7	979.324	979.3832	−.006	−.025	−.006	−.007	−.008	−.004
994	Mason	Tex.	R. W. W.	1939	30 45.2	99 14.6	479.9	979.276	979.3970	+.027	−.027	+.027	+.023	+.022	+.026
995	Brownwood	Tex.	R. W. W.	1939	31 43.8	98 58.4	406.3	979.340	979.4750	−.010	−.056	−.006	−.009	−.010	−.006
996	San Angelo	Tex.	R. W. W.	1939	31 28.7	100 24.7	569.0	979.270	979.4548	−.009	−.074	−.006	−.008	−.008	−.004
997	Big Lake	Tex.	R. W. W.	1939	31 11.6	101 28.4	822.3	979.170	979.4320	−.008	−.101	−.014	−.018	−.020	−.015
998	Sierra Blanca	Tex.	R. W. W.	1939	31 10.6	105 21.3	1,372.3	979.007	979.4306	.000	−.155	−.009	−.016	−.018	−.011
999	Gila	N. Mex.	R. W. W.	1939	32 46.8	108 28.4	1,521.3	979.060	979.5604	−.031	−.202	−.022	−.031	−.035	−.026
1000	Bowie	Ariz.	R. W. W.	1939	32 19.4	109 29.2	1,149.6	979.144	979.5231	−.024	−.154	−.010	−.014	−.016	−.009
1001	Elgin	Ariz.	R. W. W.	1939	31 40.0	110 31.3	1,454.7	979.029	979.4699	+.008	−.156	−.016	−.029	−.034	−.024
1002	Fort Huachuca	Ariz.	R. W. W.	1939	31 33.2	110 21.6	1,522.9	979.004	979.4608	+.013	−.157	−.012	−.025	−.030	−.020
1003	Eloy	Ariz.	R. W. W.	1939	32 43.8	111 31.0	486.5	979.368	979.5563	−.038	−.094	−.019	−.016	−.015	−.012
1004	Miami	Ariz.	R. W. W.	1939	33 23.4	110 52.9	1,053.6	979.255	979.6107	−.031	−.147	−.021	−.026	−.028	−.021
1005	Petrified Forest	Ariz.	R. W. W.	1939	34 48.9	109 51.8	1,665.3	979.197	979.7299	−.019	−.207	−.020	−.026	−.028	−.020
1006	St. Johns	Ariz.	R. W. W.	1939	34 30.4	109 22.7	1,742.5	979.165	979.7039	−.001	−.198	+.004	−.005	−.009	.000
1007	Reserve	N. Mex.	R. W. W.	1939	33 42.1	108 49.9	1,899.6	979.045	979.6365	−.006	−.218	+.002	−.014	−.020	−.008
1008	Datil	N. Mex.	R. W. W.	1939	34 07.6	107 47.2	2,199.7	979.016	979.6720	+.022	−.225	+.002	−.013	−.018	−.007
1009	Holbrook	Ariz.	R. W. W.	1939	34 55.4	110 08.5	1,596.6	979.218	979.7391	−.028	−.209	−.026	−.032	−.034	−.027
1010	Winslow	Ariz.	R. W. W.	1939	35 00.4	110 37.4	1,483.6	979.268	979.7462	−.020	−.188	−.011	−.016	−.019	−.011
1011	Williams	Ariz.	R. W. W.	1939	35 15.3	112 11.4	2,055.2	979.174	979.7672	+.041	−.190	+.005	−.012	−.018	−.007
1012	Chino Valley	Ariz.	R. W. W.	1939	34 53.7	112 28.0	1,338.6	979.312	979.7367	−.012	−.162	−.005	−.015	−.019	−.010
1013	Prescott	Ariz.	R. W. W.	1939	34 33.6	112 26.4	1,604.3	979.225	979.7084	+.012	−.168	−.012	−.026	−.030	−.021
1014	Phoenix	Ariz.	R. W. W.	1939	33 26.6	112 06.8	325.1	979.484	979.6151	−.031	−.068	−.004	+.002	+.004	+.006
1015	Gila Bend	Ariz.	R. W. W.	1939	32 57.1	112 43.0	224.2	979.471	979.5745	−.034	−.060	−.012	−.009	−.009	−.006

† Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude ϕ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
1016	Mohawk	Ariz.	R. W. W.	1939	32 43.7	113 46.1	157.2	979.526	979.5562	+0.018	0.000	+0.028	+0.030	+0.030	+0.033
1017	Bouse	Ariz.	R. W. W.	1939	33 57.2	114 01.5	274.2	979.559	979.6575	−.014	−.045	+.005	+.008	+.008	+.011
1018	Parker Dam	Calif.	R. W. W.	1939	34 17.1	114 08.4	118.8	979.597	979.6852	−.052	−.064	−.009	−.006	−.005	−.002
1019	Mecca	Calif.	R. W. W.	1939	33 33.4	116 04.1	−62.8	979.552	979.6245	−.092	−.084	−.046	−.047	−.049	−.044
1020	Niland	Calif.	R. W. W.	1939	33 13.8	115 31.2	−51.4	979.573	979.5974	−.040	−.035	−.015	−.013	−.013	−.010
1021	El Centro	Calif.	R. W. W.	1939	32 47.4	115 36.9	−10.3	979.513	979.5612	−.051	−.050	−.038	−.036	−.037	−.033
1022	Palomar Mt.	Calif.	R. W. W.	1939	33 18.8	116 52.0	1,641**	979.237	979.6043	+.139	−.031	+.034	+.016	+.011	+.020
1023	Pomona, 1939	Calif.	R. W. W.	1939	34 03.8	117 46.4	253.4	979.548	979.6667	−.040	−.068	−.025	−.032	−.036	−.029
1024	Newberry	Calif.	R. W. W.	1939	34 50.3	116 40.8	560.3	979.517	979.7319	−.042	−.105	−.024	−.030	−.032	−.026
1025	Amboy	Calif.	R. W. W.	1939	34 33.4	115 44.3	193	979.587	979.7082	−.062	−.083	−.025	−.024	−.025	−.021
1026	Needles	Calif.	R. W. W.	1939	34 49.9	114 35.7	147.8	979.623	979.7314	−.063	−.079	−.016	−.012	−.011	−.008
1027	Kingman	Ariz.	R. W. W.	1939	35 13.6	114 00.0	1,054.7	979.431	979.7647	−.008	−.127	−.012	−.019	−.021	−.014
1028	Boulder Dam	Nev.	R. W. W.	1939	36 01.7	114 46.9	368.6	979.667	979.8332	−.052	−.093	−.007	−.002	−.001	+.002
1029	Dayton-Harris	Calif.	R. W. W.	1939	36 12.7	116 52.0	−78.0	979.740	979.8490	−.133	−.119	−.033	−.028	−.028	−.024
1030	Independence	Calif.	R. W. W.	1939	36 46.6	118 10.7	1,205.4	979.465	979.8976	−.061	−.190	−.010	−.030	−.038	−.025
1031	Waukena	Calif.	R. W. W.	1939	36 09.6	119 30.5	69.3	979.777	979.8445	−.046	−.054	−.024	−.020	−.019	−.016
1032	Fresno	Calif.	R. W. W.	1939	36 46.6	119 50.2	91.3	979.839	979.8976	−.030	−.041	−.005	.000	.000	+.003
1033	Modesto	Calif.	R. W. W.	1939	37 37.1	120 59.4	24.4	979.932	979.9708	−.031	−.034	−.015	−.014	−.015	−.011
1034	Isleton	Calif.	R. W. W.	1939	38 10.2	121 35.6	6.1	979.973	980.0190	−.044	−.045	−.035	−.035	−.036	−.032
1035	Sacramento, 1939	Calif.	R. W. W.	1939	38 36.3	121 27.0	11.3	980.009	980.0572	−.045	−.046	−.025	−.022	−.022	−.019
1036	Roseville	Calif.	R. W. W.	1939	38 43.7	121 18.3	42.8	979.988	980.0680	−.067	−.072	−.040	−.036	−.036	−.033
1037	Newcastle	Calif.	R. W. W.	1939	38 52.4	121 07.9	302.2	979.950	980.0808	−.038	−.071	−.020	−.018	−.019	−.015
1038	Applegate	Calif.	R. W. W.	1939	38 59.9	120 59.4	601.6	979.914	980.0918	+.008	−.059	+.012	+.010	+.008	+.013
1039	Colfax	Calif.	R. W. W.	1939	39 07.9	120 56.4	655.6	979.910	980.1036	+.009	−.062	+.025	+.019	+.016	+.023
1040	Baxter	Calif.	R. W. W.	1939	39 12.7	120 47.0	1,180.8	979.784	980.1106	+.038	−.093	+.022	+.011	+.006	+.015
1041	Yuba Pass	Calif.	R. W. W.	1939	39 19.0	120 37.3	1,745.3	979.650	980.1199	+.068	−.124	+.021	+.003	−.004	+.008
1042	Cold Spring	Calif.	R. W. W.	1939	39 19.0	120 27.1	1,839.3	979.597	980.1199	+.044	−.158	+.006	−.017	−.025	−.012
1043	Truckee, 1939	Calif.	R. W. W.	1939	39 19.6	120 12.4	1,795.1	979.583	980.1208	+.016	−.184	−.012	−.035	−.044	−.030
1044	Mystic	Calif.	R. W. W.	1939	39 27.1	120 00.4	1,570.2	979.630	980.1318	−.017	−.183	−.008	−.029	−.036	−.024
1045	Reno	Nev.	R. W. W.	1939	39 32.4	119 48.8	1,397.3	979.688	980.1397	−.021	−.177	−.014	−.028	−.034	−.023
1046	Schiller	Idaho	R. W. W.	1939	42 52.2	112 41.6	1,346.2	980.014	980.4373	−.008	−.160	+.018	+.019	+.019	+.024
1047	Fort Hall	Idaho	R. W. W.	1939	42 54.5	111 58.2	1,646.8	979.930	980.4408	−.003	−.187	+.018	+.013	+.011	+.018
1048	Chesterfield	Idaho	R. W. W.	1939	42 52.2	111 53.7	1,662.5	979.927	980.4373	+.002	−.184	+.022	+.016	+.014	+.021
1049	Henry	Idaho	R. W. W.	1939	42 54.4	111 31.8	1,868.5	979.876	980.4406	+.012	−.198	+.020	+.013	+.010	+.018
1050	Wayan	Idaho	R. W. W.	1939	42 58.6	111 22.6	1,961.2	979.860	980.4469	+.018	−.202	+.022	+.014	+.011	+.019

** Elevation doubtful † Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude φ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
1051	Grays Lake	Idaho	R. W. W.	1939	43 00.1	111 29.1	1,960.9	979.870	980.4492	+0.026	−0.195	+0.026	+0.018	+0.015	+0.024
1052	Williamsburg	Idaho	R. W. W.	1939	42 58.2	111 15.6	1,971.1	979.856	980.4463	+.018	−.202	+.027	+.018	+.014	+.023
1053	South Fork	Idaho	R. W. W.	1939	42 59.7	111 09.0	1,824.6	979.887	980.4486	+.001	−.199	+.032	+.023	+.020	+.029
1054	Freedom	Wyo.	R. W. W.	1939	42 59.1	111 02.6	1,759.4	979.896	980.4476	−.009	−.206	+.026	+.017	+.014	+.023
1055	Cedar Creek	Wyo.	R. W. W.	1939	42 58.0	110 56.6	1,922.8	979.857	980.4460	+.004	−.206	+.033	+.022	+.018	+.028
1056	Alpine	Wyo.	R. W. W.	1939	43 10.7	111 01.5	1,721.6	979.932	980.4650	−.002	−.193	+.040	+.031	+.028	+.037
1057	Moose Flat	Wyo.	R. W. W.	1939	42 58.4	110 46.2	1,951.5	979.843	980.4466	−.002	−.215	+.033	+.023	+.015	+.029
1058	Blind Bull	Wyo.	R. W. W.	1939	42 56.6	110 38.1	2,492.8	979.722	980.4439	+.047	−.230	+.027	+.011	+.005	+.017
1059	Squaw Flat	Wyo.	R. W. W.	1939	43 08.6	110 55.9	1,775	979.899	980.4619	−.015	−.206	+.032	+.022	+.018	+.027
1060	Limerock Mt	Idaho	R. W. W.	1939	42 59.7	111 36.4	2,026.1	979.862	980.4486	+.038	−.189	+.027	+.020	+.017	+.025
1061	Blackfoot R	Idaho	R. W. W.	1939	43 00.2	111 43.5	1,873.3	979.900	980.4493	+.028	−.182	+.030	+.024	+.022	+.029
1062	Grizzly Creek	Idaho	R. W. W.	1939	42 55.6	111 47.0	1,868	979.896	980.4424	+.030	−.180	+.030	+.024	+.021	+.029
1063	Daniel	Wyo.	R. W. W.	1939	42 52.0	110 04.1	2,190.7	979.752	980.4370	−.009	−.256	−.005	−.017	−.022	−.012
1064	Merna	Wyo.	R. W. W.	1939	42 56.7	110 19.9	2,333.0	979.744	980.4440	+.020	−.243	+.012	−.003	−.008	+.003
1065	Prospect Mt	Wyo.	R. W. W.	1939	42 56.0	110 27.4	2,461.7	979.720	980.4430	+.036	−.238	+.018	+.003	−.003	+.009
1066	Webbs Ranch	Wyo.	R. W .W.	1939	42 55.8	110 11.6	2,241.9	979.751	980.4427	.000	−.252	.000	−.013	−.018	−.007
1067	Pinedale	Wyo.	R. W. W.	1939	42 52.0	109 55.5	2,192.7	979.743	980.4370	−.018	−.264	−.012	−.024	−.029	−.018
1068	Fremont Lake	Wyo.	R. W. W.	1939	42 54.8	109 48.6	2,268.0	979.729	980.4412	−.013	−.266	−.005	−.020	−.026	−.014
1069	Meadow	Wyo.	R. W. W.	1939	43 00.2	109 45.3	2,866**	979.646	980.4493	+.080	−.235	+.038	+.019	+.012	+.025
1070	Labarge	Wyo.	R. W. W.	1939	42 15.3	110 11.2	2,000.4	979.757	980.3820	−.008	−.233	+.005	−.004	−.008	+.001
1071	Field	Wyo.	R. W. W.	1939	42 14.6	110 15.2	2,073.7	979.749	980.3810	+.008	−.226	+.014	+.004	.000	+.009
1072	Road Fork	Wyo.	R. W. W.	1939	42 13.2	110 19.0	2,098.0	979.752	980.3789	+.020	−.215	+.027	+.016	+.012	+.022
1073	Viola	Wyo.	R. W. W.	1939	42 15.8	110 22.2	2,168.5	979.747	980.3828	+.033	−.210	+.035	+.023	+.018	+.029
1074	Rock Creek	Wyo.	R. W. W.	1939	42 17.4	110 25.8	2,223.1	979.741	980.3852	+.041	−.203	+.045	+.031	+.026	+.037
1075	Cabin Creek	Wyo.	R. W. W.	1939	42 19.3	110 29.8	2,279.7	979.731	980.3880	+.046	−.203	+.048	+.033	+.028	+.039
1076	Golden	Colo.	R. W. W.	1939	39 44.5	105 13.0	1,773.5	979.582	980.1576	−.029	−.226	+.006	−.002	−.006	+.004
1077	Denver, 1939	Colo.	R. W. W.	1939	39 40.8	104 56.7	1,645.4	979.610	980.1521	−.034	−.220	−.012	−.015	−.018	−.010
1078	Colorado Springs, 1939	Colo.	R. W. W.	1939	38 50.9	104 49.7	1,832.5	979.494	980.0786	−.019	−.224	+.004	−.006	−.010	.000
1079	Fremont	Nebr.	R. W. W.	1939	41 27.1	96 34.1	370.8	980.185	980.3100	−.011	−.053	−.008	−.008	−.008	−.005
1080	Dixon	Ill.	R. W. W.	1939	41 49.9	89 27.6	233.3	980.276	980.3440	+.004	−.022	+.003	+.001	+.001	+.004
1081	Aberdeen	Md.	R. W. W.	1939	39 23.5	76 14.7	2.1	980.120	980.1266	−.006	−.006	−.005	−.008	−.010	−.006
1082	Pohick	Va.	R. W. W.	1940	38 43.2	77 12.7	23.0	980.087	980.0673	+.027	+.024	+.029	+.026	+.024	+.028
1083	Leesburg	Va.	R. W. W.	1940	39 05.8	77 34.8	105.8	980.091	980.1005	+.023	+.011	+.024	+.022	+.020	+.024
1084	Celina	Ohio	R. W. W.	1940	40 32.8	84 32.8	269.5	980.153	980.2291	+.007	−.023	+.005	+.002	+.002	+.005
1085	Wright Field	Ohio	R. W. W.	1940	39 46.6	84 05.9	247.8	980.094	980.1607	+.010	−.018	+.011	+.009	+.008	+.012

** Elevation doubtful † Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude φ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
1086	Mason	Mich.	R. W. W.	1940	42 34.6	84 25.8	274.4	980.320	980.4109	−0.006	−0.037	−0.010	−0.013	−0.014	−0.010
1087	Bay City	Mich.	R. W. W.	1940	43 39.9	83 54.2	178.1	980.444	980.5090	−.010	−.030	−.009	−.010	−.011	−.008
1088	West Branch	Mich.	R. W. W.	1940	44 16.1	84 13.1	279.8	980.465	980.5634	−.012	−.044	−.016	−.019	−.020	−.017
1089	Ludington	Mich.	R. W. W.	1940	43 56.9	86 24.8	191.6	980.456	980.5344	−.019	−.041	−.022	−.022	−.022	−.020
1090	Three Rivers	Mich.	R. W. W.	1940	41 56.5	85 38.1	240.7	980.291	980.3539	+.011	−.016	+.010	+.007	+.006	+.010
1091	Wabash	Ind.	R. W. W.	1940	40 47.9	85 49.6	208.2	980.166	980.2516	−.021	−.045	−.020	−.022	−.022	−.019
1092	West Lafayette	Ind.	R. W. W.	1940	40 25.0	86 55.6	185.8	980.149	980.2176	−.011	−.032	−.009	−.010	−.011	−.008
1093	Streator	Ill.	R. W. W.	1940	41 09.1	88 49.5	190.0	980.226	980.2832	+.001	−.020	+.002	+.001	+.001	+.003
1094	Franksville	Wis.	R. W. W.	1940	42 44.2	87 54.3	228.4	980.338	980.4253	−.017	−.043	−.021	−.022	−.022	−.019
1095	Oshkosh	Wis.	R. W. W.	1940	44 01.4	88 31.2	228.0	980.438	980.5412	−.033	−.059	−.032	−.033	−.034	−.031
1096	Merrill	Wis.	R. W. W.	1940	45 11.8	89 41.5	408.2	980.517	980.6471	−.004	−.050	−.008	−.012	−.013	−.009
1097	Grand Rapids	Minn.	R. W. W.	1940	47 14.9	93 31.3	395.5	980.701	980.8322	−.009	−.054	−.011	−.013	−.013	−.010
1098	Bemidji	Minn.	R. W. W.	1940	47 28.5	94 52.9	418.2	980.712	980.8526	−.012	−.059	−.015	−.017	−.018	−.014
1099	Baudette	Minn.	R. W. W.	1940	48 42.5	94 36.3	332.3	980.872	980.9634	+.011	−.027	+.013	+.012	+.011	+.014
1100	Grand Forks	N. Dak.	R. W. W.	1940	47 55.3	97 04.4	253.8	980.809	980.8928	−.006	−.034	.000	+.001	+.001	+.004
1101	Devils Lake	N. Dak.	R. W. W.	1940	48 06.3	98 51.9	438.3	980.784	980.9092	+.010	−.040	+.010	+.009	+.009	+.012
1102	Rugby	N. Dak.	R. W. W.	1940	48 21.7	100 00.0	468.9	980.810	980.9322	+.022	−.031	+.024	+.023	+.022	+.026
1103	Minot	N. Dak.	R. W. W.	1940	48 14.0	101 15.6	473.0	980.782	980.9207	+.007	−.046	+.014	+.014	+.014	+.017
1104	Ray	N. Dak.	R. W. W.	1940	48 20.4	103 09.8	691.5	980.743	980.9303	+.026	−.052	+.022	+.020	+.020	+.023
1105	Dickinson	N. Dak.	R. W. W.	1940	46 53.1	102 47.3	743.1	980.606	980.7994	+.036	−.048	+.035	+.034	+.033	+.037
1106	Beulah	N. Dak.	R. W. W.	1940	47 15.8	101 46.7	542.6	980.676	980.8335	+.010	−.052	+.018	+.017	+.017	+.020
1107	Jamestown	N. Dak.	R. W. W.	1940	46 55.3	98 41.0	455.3	980.656	980.8028	−.006	−.058	−.006	−.008	−.008	−.005
1108	Lidgerwood	N. Dak.	R. W. W.	1940	46 04.9	97 08.8	330.7	980.608	980.7270	−.017	−.054	−.013	−.013	−.013	−.010
1109	Fargo	N. Dak.	R. W. W.	1940	46 53.4	96 48.0	274.4	980.715	980.7999	.000	−.031	+.004	+.006	+.006	+.008
1110	Murphysboro	Ill.	R. W. W.	1941	37 46.0	89 20.7	127.3	979.947	979.9837	+.003	−.012	+.004	+.004	+.004	+.006
1111	Poplar Bluff	Mo.	R. W. W.	1941	36 45.6	90 23.1	102.7	979.857	979.8962	−.008	−.019	−.004	−.004	−.004	−.002
1112	Batesville	Ark.	R. W. W.	1941	35 46.5	91 38.4	122.0	979.784	979.8115	+.010	−.004	+.013	+.013	+.012	+.015
1113	Coahoma	Miss.	R. W. W.	1941	34 22.1	90 31.3	54.3	979.681	979.6922	+.006	−.001	+.006	+.005	+.004	+.007
1114	Lake Providence	La.	R. W. W.	1941	32 48.1	91 10.7	31.1	979.553	979.5621	.000	−.003	−.001	−.002	−.003	.000
1115	Greenwood	Miss.	R. W. W.	1941	33 31.0	90 09.7	39.8	979.624	979.6212	+.015	+.011	+.015	+.014	+.013	+.017
1116	Oxford	Miss.	R. W. W.	1941	34 22.0	89 32.2	153.8	979.677	979.6921	+.032	+.015	+.026	+.024	+.023	+.026
1117	Booneville	Miss.	R. W. W.	1941	34 39.3	88 34.0	165.6	979.666	979.7164	+.001	−.018	−.005	−.007	−.008	−.005
1118	Tuscumbia	Ala.	R. W. W.	1941	34 43.7	87 42.3	130.8	979.692	979.7226	+.010	−.005	+.012	+.010	+.009	+.012
1119	Tuscaloosa	Ala.	R. W. W.	1941	33 12.7	87 32.7	70.0	979.562	979.5959	−.012	−.020	−.012	−.014	−.015	−.011
1120	Forest	Miss.	R. W. W.	1941	32 21.8	89 27.7	144.1	979.483	979.5263	+.001	−.015	−.007	−.010	−.012	−.007

† Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Continued

Station			Chief of party	Year	Latitude φ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
1121	Natchez	Miss.	R. W. W.	1941	31 33.6	91 24.4	58.9	979.450	979.4613	+0.007	+0.001	+0.002	+0.001	0.000	+0.003
1122	Sarepta	La.	R. W. W.	1941	32 53.5	93 27.1	79.1	979.557	979.5696	+.012	+.003	+.010	+.008	+.008	+.011
1123	Camden	Ark.	R. W. W.	1941	33 35.5	92 49.4	32.6	979.628	979.6274	+.011	+.007	+.014	+.013	+.013	+.016
1124	De Queen	Ark.	R. W. W.	1941	34 01.7	94 20.6	108.2	979.635	979.6638	+.005	−.008	+.008	+.008	+.007	+.010
1125	Fayetteville	Ark.	R. W. W.	1941	36 04.3	94 09.7	415.7	979.733	979.8369	+.024	−.022	+.017	+.013	+.011	+.016
1126	Treat	Ark.	R. W. W.	1941	35 36.4	93 08.4	197.5	979.719	979.7972	−.017	−.038	−.005	−.008	−.009	−.005
1127	Forsyth	Mo.	R. W. W.	1941	36 41.0	93 06.2	206.2	979.814	979.8896	−.012	−.035	.000	−.002	−.003	+.001
1128	MSM	Mo.	R. W. W.	1941	37 57.4	91 46.4	355.8	979.896	980.0003	+.006	−.035	−.004	−.006	−.006	−.003
1129	Warsaw	Mo.	R. W. W.	1941	38 14.9	93 23.2	227.4	979.935	980.0258	−.021	−.046	−.017	−.018	−.018	−.015
1130	Lawrence	Kans.	R. W. W.	1941	38 57.4	95 14.6	314.3	979.972	980.0881	−.019	−.054	−.022	−.022	−.022	−.019
1131	Linneus	Mo.	R. W. W.	1941	39 52.6	93 11.3	244.6	980.088	980.1695	−.006	−.034	−.006	−.007	−.007	−.004
1132	Hamilton	Ill.	L. F. C.	1941	40 23.8	91 20.9	193.8	980.134	980.2158	−.022	−.044	−.022	−.022	−.023	−.020
1133	Iowa City	Iowa	L. F. C.	1941	41 39.6	91 32.2	212.3	980.250	980.3286	−.013	−.037	−.012	−.012	−.012	−.009
1134	Dallas Center	Iowa	L. F. C.	1941	41 41.0	93 57.8	325.2	980.197	980.3307	−.033	−.070	−.036	−.037	−.037	−.034
1135	Canton	S. Dak.	L. F. C.	1941	43 17.7	96 35.4	374.5	980.356	980.4756	−.004	−.046	+.001	.000	.000	+.003
1136	Oneta	Okla.	A. J. H.	1948	36 01.0	95 42.0	216	979.756	979.8322	−.010	−.034	−.008	−.008	−.008	−.006
1137	Drumright	Okla.	A. J. H.	1948	36 00.8	96 35.5	248	979.756	979.8319	+.001	−.027	+.004	+.004	+.005	+.006
1138	Nowata	Okla.	A. J. H.	1948	36 43.2	95 45.3	253	979.810	979.8928	−.005	−.033	−.006	−.005	−.005	−.003
1139	Vivian	Okla.	A. J. H.	1948	35 17.3	95 41.5	239	979.680	979.7700	−.016	−.043	−.018	−.017	−.017	−.015
1140	Brent	Okla.	A. J. H.	1948	35 23.2	94 48.8	158	979.705	979.7784	−.025	−.043	−.018	−.018	−.018	−.016
1141	Proctor	Okla.	A. J. H.	1948	35 57.2	94 42.0	247	979.752	979.8268	+.001	−.026	+.006	+.003	+.003	+.006
1142	Seminole	Okla.	A. J. H.	1948	35 14.7	96 34.5	290	979.681	979.7664	+.004	−.029	+.002	+.001	+.001	+.003
1143	Burbank	Okla.	A. J. H.	1948	36 42.2	96 41.0	345	979.788	979.8913	+.003	−.036	.000	−.001	−.001	+.002
1144	Fairland	Okla.	A. J. H.	1948	36 45.7	94 49.6	259	979.819	979.8964	+.002	−.027	+.004	+.004	+.003	+.006
1145	Mound	Kans.	A. J. H.	1948	38 08.7	94 46.0	269	979.904	980.0168	−.030	−.060	−.029	−.030	−.030	−.028
1146	Pittsburg	Kans.	A. J. H.	1948	37 28.2	94 42.0	286	979.854	979.9578	−.016	−.048	−.017	−.018	−.018	−.016
1147	Neodesha	Kans.	A. J. H.	1948	37 25.7	95 35.0	272	979.855	979.9542	−.015	−.046	−.015	−.015	−.015	−.013
1148	Burlington	Kans.	A. J. H.	1948	38 11.1	95 44.1	310	979.902	980.0202	−.022	−.058	−.022	−.023	−.023	−.021
1149	Boyle	Kans.	A. J. H.	1948	39 20.0	95 19.8	344	979.986	980.1214	−.029	−.068	−.036	−.035	−.035	−.033
1150	Pratt	Kans.	G. R. S.	1948	37 38.9	98 41.5	562	979.796	979.9734	−.004	−.068	−.005	−.007	−.007	−.004
1151	Carbondale	Kans.	G. R. S.	1948	38 46.9	95 41.5	336	979.946	980.0728	−.023	−.061	−.025	−.026	−.026	−.024
1152	Newton	Kans.	G. R. S.	1948	38 04.5	97 18.0	456	979.866	980.0106	−.004	−.056	−.009	−.010	−.011	−.008
1153	Olathe	Kans.	G. R. S.	1948	38 51.4	94 51.5	332	979.963	980.0793	−.014	−.051	−.018	−.019	−.020	−.017
1154	Norton	Kans.	G. R. S.	1948	39 50.4	99 53.1	707	979.962	980.1663	+.014	−.066	+.014	+.013	+.013	+.016
1155	Red Cloud	Nebr.	G. R. S.	1948	40 05.5	98 30.8	521	980.022	980.1886	−.006	−.065	−.002	−.003	−.003	.000

† Corrected for indirect effect

TABLE IV.—*Principal facts for gravity stations*—Concluded

Station			Chief of party	Year	Latitude ϕ	Longitude λ	Elevation	Observed gravity	Theoretical gravity	Free-air anomaly	Bouguer anomaly	Isostatic (Pratt-Hayford) anomaly for depth of compensation of			
No.	Name	State										56.9 km.	96 km.	113.7 km.	96 km.†
					° ′	° ′	*meters*	*gals*	*gals*	*gal*	*gal*	*gal*	*gal*	*gal*	*gal*
1156	Dorchester	Nebr.	G. R. S.	1948	40 39.3	97 10.2	456	980.076	980.2388	−0.022	−0.074	−0.025	−0.026	−0.026	−0.024
1157	Fullerton	Nebr.	G. R. S.	1948	41 20.7	97 58.2	496	980.165	980.3004	+.018	−.038	+.020	+.019	+.019	+.022
1158	Broken Bow	Nebr.	G. R. S.	1948	41 24.1	99 39.0	757	980.099	980.3055	+.027	−.059	+.024	+.021	+.020	+.024
1159	Atkinson	Nebr.	G. R. S.	1948	42 33.0	99 01.0	647	980.230	980.4085	+.021	−.052	+.017	+.015	+.015	+.018
1160	Norway	Nebr.	G. R. S.	1948	42 00.0	100 43.2	886.1	980.088	980.3591	+.002	−.098	+.004	.000	−.001	+.004
1161	Gordon	Nebr.	G. R. S.	1948	42 47.9	102 12.0	1,083	980.127	980.4308	+.030	−.092	+.022	+.019	+.018	+.023
1162	New Raymer	Colo.	G. R. S.	1948	40 36.6	103 50.5	1,453	979.791	980.2348	+.004	−.160	+.002	−.002	−.003	+.002
1163	Genoa	Colo.	G. R. S.	1948	39 16.0	103 33.0	1,675.2	979.620	980.1155	+.021	−.167	+.008	+.001	−.001	+.005
1164	Craig	Colo.	G. R. S.	1948	40 30.8	107 32.1	1,885	979.622	980.2262	−.023	−.235	−.002	−.007	−.010	−.002
1165	Gypsum	Colo.	G. R. S.	1948	39 39.0	106 55.5	1,946	979.502	980.1494	−.047	−.264	+.002	−.008	−.013	−.003
1166	Egnar	Colo.	G. R. S.	1948	37 55.3	108 56.5	2,245.2	979.328	979.9972	+.024	−.228	−.008	−.017	−.020	−.012
1167	W-213 (B.G.C.)	Colo.	G. R. S.	1948	37 14.1	107 47.5	2,121.3	979.248	979.9374	−.035	−.273	−.031	−.041	−.046	−.036
1168	Hooper	Colo.	G. R. S.	1948	37 44.1	105 53.0	2,303.1	979.276	979.9809	+.006	−.254	+.005	−.006	−.011	.000
1169	W-236 (B.G.C.)	Colo.	G. R. S.	1948	37 05.8	104 30.9	1,955.6	979.325	979.9254	+.003	−.215	+.005	−.008	−.012	−.003
1170	W-189 (B.G.C.)	Colo.	G. R. S.	1948	38 06.7	102 56.7	1,180	979.639	980.0138	−.011	−.144	−.004	−.005	−.005	−.001
1171	W-163 (B.G.C.)	Colo.	G. R. S.	1948	37 23.1	102 36.5	1,344	979.539	979.9504	+.003	−.148	−.004	−.009	−.011	−.005
1172	W-219 (B.G.C.)	N. Mex.	G. R. S.	1948	36 12.0	106 15.0	1,803	979.260	979.8480	−.032	−.234	−.005	−.014	−.018	−.009
1173	W-148 (B.G.C.)	N. Mex.	G. R. S.	1948	35 38.4	103 03.2	1,284	979.422	979.8000	+.018	−.127	+.014	+.011	+.009	+.015
1174	W-232 (B.G.C.)	N. Mex.	G. R. S.	1948	36 27.1	104 35.7	1,825	979.320	979.8696	+.014	−.192	+.019	+.010	+.006	+.015
1175	Vernal	Utah	G. R. S.	1948	40 26.9	109 30.8	1,619	979.671	980.2204	−.050	−.233	−.027	−.029	−.031	−.025
1176	Callao	Utah	G. R. S.	1948	39 53.0	113 42.5	1,321.3	979.725	980.1701	−.037	−.186	−.012	−.015	−.016	−.011
1177	Salina	Utah	G. R. S.	1948	38 56.7	111 54.7	1,577	979.536	980.0871	−.064	−.241	−.039	−.047	−.050	−.042
1178	Bown	Utah	G. R. S.	1948	38 06.1	111 04.2	1,609	979.501	980.0130	−.016	−.196	+.001	−.006	−.008	−.001
1179	Cedar	Utah	G. R. S.	1948	37 41.7	113 03.6	1,752	979.434	979.9774	−.003	−.196	+.011	−.003	−.008	+.002
1180	Crystal	Nev.	G. R. S.	1948	37 32.4	115 14.2	1,164.3	979.564	979.9639	−.041	−.170	−.006	−.014	−.018	−.010
1181	Tompkins	Ky.	G. R. S.	1948	36 42.8	85 41.3	273	979.800	979.8922	−.008	−.038	−.013	−.015	−.016	−.013
1182	Ford	Ky.	G. R. S.	1948	37 38.5	86 43.3	144.8	979.934	979.9728	+.006	−.010	+.007	+.006	+.005	+.008
1183	Fleming	Ky.	G. R. S.	1948	38 25.5	83 45.2	283	979.939	980.0414	−.015	−.047	−.020	−.022	−.022	−.020
1184	Princeton	Ind.	G. R. S.	1948	38 19.2	87 34.0	144	979.985	980.0321	−.003	−.019	−.004	−.004	−.004	−.002
1185	Salem	Ind.	G. R. S.	1948	38 35.2	86 08.7	246	979.974	980.0556	−.006	−.034	−.012	−.013	−.014	−.011

† Corrected for indirect effect

TABLE V.—*Supplementary data*

Station			Chief of Party	Year	Observed Gravity	Adopted Gravity
No.	Name	State				
					gals	*gals*
5	New Orleans	La.	G. R. P.	1895	979.327	979.326
			C. I. A.	1936	979.324	
7	Galveston	Tex.	G. R. P.	1895	979.275	979.276
			C. I. A.	1936	979.277	
9	Laredo	Tex.	G. R. P.	1895	979.086	979.084
			C. I. A.	1936	979.082	
10	Austin (capitol)	Tex.	G. R. P.	1895	979.293	979.292
			C. I. A.	1937	979.291	
13	Little Rock	Ark.	G. R. P.	1896	979.724	979.724
			J. D. P.	1914	979.731	
28	Worcester	Mass.	E. S.	1899	980.327	980.328
			H. E. McC.	1934	980.329	
			C. A. S.	1937	980.327	
56	Seattle (high school)	Wash.	T. C. M.	1891	980.729	980.728
			G. R. P.	1899	980.727	
57	Iron River	Mich.	W. H. B.	1909	980.639	980.633
			H. D. K.	1910	980.633	
			R. W. W.	1940	980.633	
58	Ely	Minn.	W. H. B.	1909	980.774	980.755
			R. W. W.	1940	980.755	
76	Bismarck	N. D.	H. D. K.	1910	980.628	980.628
			R. W. W.	1940	980.627	
85	North Hero	Vt.	W. H. B.	1909	980.599	980.591
			H. D. K.	1910	980.591	
92	Fernandina	Fla.	H. D. K.	1911	979.411	979.410
			C. I. A.	1938	979.408	
93	Wilmer	Ala.	H. D. K.	1911	979.350	979.349
			C. L. G.	1915	979.348	
			C. I. A.	1937	979.349	
95	New Madrid	Mo.	H. D. K.	1911	979.856	979.858
			R. W. W.	1941	979.860	
97	Nacogdoches	Tex.	H. D. K.	1911	979.427	979.426
			C. I. A.	1937	979.425	
103	Hughes	Tenn.	W. H. B.	1909	979.560	979.556
			T. L. W.	1911	979.556	
109	Sheridan	Wyo.	T. L. W.	1911	980.255	980.244
			H. E. McC.	1934	980.244	
123	Albany	N. Y.	T. L. W.	1911	980.347	980.347
			C. L. G.	1914	980.347	
			C. A. S.	1937	980.357	
144	Alexandria	La.	J. D. P.	1914	979.432	979.431
			C. I. A.	1936	979.430	
145	Laurel	Miss.	J. D. P.	1914	979.468	979.468
			C. I. A.	1937	979.469	

TABLE V.—*Supplementary data*—Continued

Station			Chief of Party	Year	Observed Gravity	Adopted Gravity
No.	Name	State				
					gals	*gals*
149	Wilmington	N. C.	J. D. P.	1915	979.666	979.668
			C. I. A.	1938	979.669	
268	Hartford	Conn.	M. S.	1917	980.339	980.340
			H. E. McC.	1934	980.342	
269	Hill City	S. Dak.	E. W. E.	1919	980.139	980.138
			A. J. H.	1932	980.137	
271	Bridgeport	Nebr.	E. W. E.	1919	979.969	979.970
			G. R. S.	1948	979.971	
286	Beaumont	Tex.	G. D. C.	1921	979.328	979.327
			C. I. A.	1936	979.326	
296	Wilkins Well	Kans.	F. E. J.	1922	979.954	979.962
			R. W. W.	1938	979.962	
298	Doyle Well	Kans.	F. E. J.	1922	979.990	979.990
			R. W. W.	1938	979.989	
300	Wapanucka	Okla.	F. E. J.	1922	979.643	979.666
			R. W. W.	1938	979.666	
301	Troy	Okla.	F. E. J.	1922	979.661	979.662
			R. W. W.	1938	979.662	
302	Idle Wilde	Okla.	F. E. J.	1922	979.586	979.596
			R. W. W.	1939	979.596	
303	Lowery	Okla.	F. E. J.	1922	979.595	979.600
			R. W. W.	1939	979.600	
304	Carter	Okla.	F. E. J.	1922	979.603	979.608
			C. I. A.	1936	979.608	
305	Busby	Okla.	F. E. J.	1922	979.572	979.590
			C. I. A.	1936	979.590	
306	Saline No. 1	Tex.	F. E. J.	1922	979.511	979.518
			R. W. W.	1939	979.518	
307	Saline No. 2	Tex.	F. E. J.	1922	979.503	979.520
			C. I. A.	1936	979.520	
308	Saline No. 3	Tex.	F. E. J.	1922	979.508	979.517
			R. W. W.	1939	979.517	
310	Georgetown	Tex.	F. E. J.	1922	979.301	979.308
			C. I. A.	1937	979.308	
311	Damon No. 1	Tex.	F. E. J.	1922	979.244	*979.266
			A. J. H.	1933	979.261	
312	Damon No. 2	Tex.	F. E. J.	1922	979.225	*979.256
			A. J. H.	1933	979.251	
313	Damon No. 3	Tex.	F. E. J.	1922	979.196	*979.259
			A. J. H.	1933	979.254	
321	Naval Research Laboratory	D. C.	J. P. L.	1931	980.109	980.110
			E. J. B.	1932	980.111	
322	Gaithersburg	Md.	E. J. B.	1932	980.104	980.112
			R. W. W.	1939	980.112	

* See p. 6.

TABLE V.—*Supplementary data*—Continued

Station			Chief of Party	Year	Observed Gravity	Adopted Gravity
No.	Name	State				
					gals	*gals*
325	William and Mary	Va.	A. J. H. C. I. A.	1932 1936	979.932 979.926	979.926
399	Marianna	Fla.	A. J. H. B. R. W. C. I. A.	1933 1936 1938	979.362 979.368 979.366	979.367
400	Baton Rouge	La.	A. J. H.	1933	979.347	*979.352
401	Houston No. 7	Tex.	A. J. H.	1933	979.285	*979.290
402	Pierce Junction	Tex.	A. J. H.	1933	979.288	*979.293
403	Blue Ridge	Tex.	A. J. H.	1933	979.281	*979.286
404	Sugarland	Tex.	A. J. H. C. I. A.	1933 1937	979.276 979.280	979.280
405	Damon No. 5	Tex.	A. J. H.	1933	979.263	*979.268
406	Beaumont	Tex.	A. J. H. C. I. A.	1933 1936	979.320 979.323	979.323
407	Cleveland	Tex.	A. J. H. C. I. A.	1933 1936	979.330 979.338	979.338
408	Crosbyton No. 1	Tex.	A. J. H.	1933	979.442	*979.447
409	Crosbyton No. 2	Tex.	A. J. H.	1933	979.415	*979.420
410	Crosbyton No. 3	Tex.	A. J. H. C. A. S.	1933 1937	979.399 979.402	979.402
411	Crosbyton No. 4	Tex.	A. J. H.	1933	979.367	*979.372
412	Crosbyton No. 10	Tex.	A. J. H.	1933	979.389	*979.394
413	Crosbyton No. 9	Tex.	A. J. H.	1933	979.359	*979.364
414	Crosbyton No. 6	Tex.	A. J. H.	1933	979.413	*979.418
415	Crosbyton No. 7	Tex.	A. J. H.	1933	979.419	*979.424
416	Crosbyton No. 8	Tex.	A. J. H.	1933	979.423	*979.428
417	Crosbyton No. 11	Tex.	A. J. H.	1933	979.381	*979.386
418	Crosbyton No. 12	Tex.	A. J. H. C. A. S.	1933 1937	979.357 979.357	979.357
419	Crosbyton No. 5	Tex.	A. J. H.	1933	979.319	*979.324
420	Kansas State College	Kans.	A. J. H. G. R. S.	1933 1948	979.877 979.883	979.883
421	Big Horn	Wyo.	A. J. H.	1933	980.200	*980.205
422	Southeast of Sheridan	Wyo.	A. J. H.	1933	980.180	*980.185
423	Experiment Farm	Wyo.	A. J. H.	1933	980.235	*980.240
424	Veterans Hospital	Wyo.	A. J. H.	1933	980.230	*980.235
425	Beckton	Wyo.	A. J. H.	1933	980.196	*980.201
426	Durkee	Wyo.	A. J. H.	1933	980.140	*980.145
427	Greybull	Wyo.	A. J. H.	1933	980.158	*980.163

* See p. 6.

TABLE V.—*Supplementary data*—Concluded

Station			Chief of Party	Year	Observed Gravity	Adopted Gravity
No.	Name	State				
					gals	*gals*
428	West of Otto	Wyo.	A. J. H.	1933	980.128	*980.133
429	Cody	Wyo.	A. J. H.	1933	980.078	*980.083
430	Southeast of McCullock	Wyo.	A. J. H.	1933	980.079	*980.084
431	West Burlington	Wyo.	A. J. H.	1933	980.097	*980.102
432	Pezan Ranch	Wyo.	A. J. H.	1933	980.059	*980.064
433	East of Meeteetse	Wyo.	A. J. H.	1933	980.027	*980.032
434	Meeteetse	Wyo.	A. J. H.	1933	980.001	*980.006
435	Irma Flats	Wyo.	A. J. H.	1933	980.055	*980.060
436	Oregon Basin	Wyo.	A. J. H.	1933	980.049	*980.054
437	Wymont	Wyo.	A. J. H.	1933	979.794	*979.799
438	Red Lodge	Mont.	A. J. H.	1933	980.113	*980.118
439	Bridger	Mont.	A. J. H.	1933	980.328	*980.333
440	Bowler	Mont.	A. J. H.	1933	980.208	*980.213
441	Gardiner	Mont.	A. J. H.	1933	980.086	*980.091
442	Lamar River	Wyo.	A. J. H.	1933	980.011	*980.016
443	Clark Fork River	Wyo.	A. J. H.	1933	980.029	*980.034
444	Arvada	Wyo.	A. J. H.	1933	980.220	*980.225
445	Spotted Horse	Wyo.	A. J. H.	1933	980.237	*980.242
446	Wildcat Creek	Wyo.	A. J. H.	1933	980.204	*980.209
447	Rozet	Wyo.	A. J. H.	1933	980.171	*980.176
448	Northeast of Gillette	Wyo.	A. J. H.	1933	980.183	*980.188
449	Southeast of Gillette	Wyo.	A. J. H.	1933	980.141	*980.146
450	Sandraw	Wyo.	A. J. H.	1933	979.798	*979.803
451	North	Nebr.	A. J. H.	1933	979.928	*979.933
452	Oshkosh	Nebr.	A. J. H.	1933	979.942	*979.947
453	Hein	Nebr.	A. J. H.	1933	979.995	*980.000
454	Crabb	Nebr.	A. J. H. G. R. S.	1933 1948	980.195 980.203	980.203
455	Laird	Colo.	A. J. H.	1933	979.840	*979.845
456	Bullard	Kans.	A. J. H. G. R. S.	1933 1948	979.698 979.707	979.707
457	Kent	Ohio	A. J. H. H. E. McC.	1934 1934	980.187 980.181	980.181
589	Lehigh University	Pa.	H. E. McC. C. A. S.	1935 1937	980.155 980.157	980.156
712	Lynn Haven	Va.	C. I. A. C. A. S. C. I. A. R. W. W.	1936 1937 1938 1938	979.885 979.884 979.884 979.884	979.884

* See p. 6

DESCRIPTIONS OF STATIONS

For the convenience of engineers, prospectors, and others, descriptions of how to reach and identify the exact location of the gravity stations are given on pages 45 to 206. The stations are numbered approximately in the order of establishment. The name of the station is frequently the same as the name of the town in which it is located or the name of some other prominent feature in the vicinity; occasionally it is the same as the name of the property owner. The State and county are given next in the description. The first name and date refer to the first observer and to the date the station was established. Additional names and dates refer to subsequent recoveries.

The earlier stations numbered up to and including 713 have not been marked, except for those which have been reoccupied since 1936. In nearly all cases, the stations numbered 714 and higher are referenced by a reference or station mark (see fig. 1). Stations numbered 714 to 730 are marked by bronze disks set in concrete posts. Stations numbered 731 and higher are referenced by a gravity reference or station mark. This mark is a bronze hexagon, about three inches across, with the inscription "U. S. COAST & GEODETIC SURVEY GRAVITY STATION," with or without an arrow pointing toward the station. The mark is usually set in the top of a 6- by 6-inch concrete post.

For stations numbered up to 697, when only one pendulum receiver was used, the station is defined as the center of the receiver. For stations numbered 698 and higher, two receivers were used at each station, and in these cases the station is defined as the point midway between the receivers.

The elevations of stations and marks are listed in the descriptions.

U. S. 1, Key West, Fla. (Monroe County, G. R. Putnam, 1896).—Station is located at Key West, in the post office and customhouse building, in the southeast basement room. The receiver was mounted on the concrete floor.

The elevation of the pendulum bob was 0.7 meter.

U. S. 2, West Palm Beach, Fla. (Palm Beach County, W. H. Burger, 1915).—Station is located at West Palm Beach, at Zapf's Opera House which is separated from the shore of Lake Worth on the east by Narcissus Street and is bounded on the south by Banyon Street, in the sandy-floored one-room basement underneath the north part of the house. The receiver was mounted on a concrete pier set against the concrete shelf of the south side wall of the basement.

The position of the receiver is marked by a vertical drill hole in the concrete cap and it is 0.26 meter from the south wall. The elevation of the top of the receiver (with cap off) is marked by a horizontal drill hole in the brick wall.

The elevation of the knife edge was 2 meters, based on the elevation of Lake Worth.

U. S. 3, Punta Gorda, Fla. (Charlotte County, W. H. Burger, 1909).—Station is located at Punta Gorda, at the Punta Gorda Hotel, on the ground floor, directly beneath the main entrance which faces the bay shore, and under the highest tower surmounting the building. The receiver was mounted on a low pier of concrete and brick against a buttress of the wall.

The elevation of the pendulum bob was 4 feet 10 inches, based on mean sea level at the bay shore.

U. S. 4, Apalachicola, Fla. (Franklin County, W. H. Burger, 1909).—Station is located at Apalachicola, on the Weather Bureau signal grounds near the center of Florida Promenade Park, between Fifth and Sixth Avenues and First and Second Streets extended, very close to and on the southeast side of the Weather Bureau signal. The receiver was mounted on a low brick pier in a temporary building.

The elevation of the pendulum bob was 14 feet.

U. S. 5, New Orleans, La. (Orleans Parish, G. R. Putnam, 1895; C. I. Aslakson, 1936).—Station is located at New Orleans, at the city hall at the northwest corner of Lafayette and St. Charles Streets, and in the hallway in the basement. The receiver was mounted on the slate floor.

The elevation of the pendulum bob was about 2 meters.

838370°—49—4

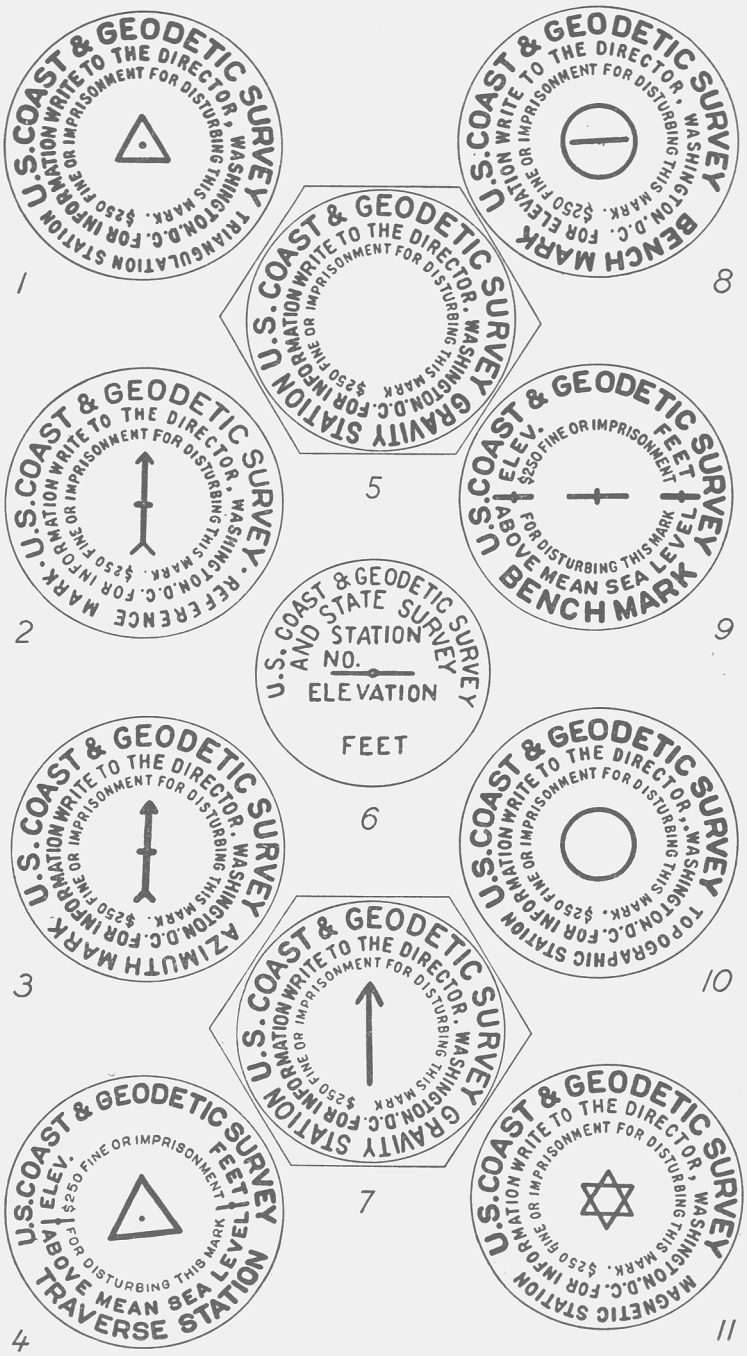

FIGURE 1.—Standard marks of the United States Coast and Geodetic Survey.

1. Triangulation station mark.
2. Reference mark.
3. Azimuth mark.
4. Traverse station mark.
5. Gravity station mark.
6. State survey mark.
7. Gravity station reference mark.
8. Tidal bench mark.
9. Geodetic bench mark.
10. Topographic station mark.
11. Magnetic station mark.

In 1936, station was recovered as described. The point occupied in 1936 is in room No. 2, City Treasurer's Office, which is the first room to the left when entering the building at the second entrance from St. Charles Street on Lafayette Street. The hallway mentioned in the 1895 description runs east and west and is just north of the north side of room No. 2. The receivers were cemented to the concrete floor.

U. S. 6, Rayville, La. (Richland Parish, W. H. Burger, 1909; R. W. Woodworth, 1941).—Station was located at Rayville, south of the Vicksburg, Shreveport & Pacific Railway tracks, 3½ telegraph poles west from the crossing of the Vicksburg, Shreveport & Pacific Railway and the St. Louis, Iron Mountain & Southern Railway, in a small one-story brick building, in the southeast room used by Dr. J. H. Wilkins as a medicine room. The receiver was mounted on bricks cemented together and to the concrete floor. The elevation of the knife edge was 26 meters. In 1941, original site of station could not be redetermined due to replacement of all old buildings in the block. Since the elevation of the old site could not be recovered with an accuracy of better than 10 feet, no attempt was made to reoccupy the station.

U. S. 7, Galveston, Tex. (Galveston County, G. R. Putnam, 1895; C. I. Aslakson, 1936).—Station is located at Galveston, at the Ball High School, between Avenues G and H and between Twenty-first and Twenty-second Streets, in the janitor's storeroom, on the ground floor, and nearly under the dome. It is about 16 meters east and 41 meters south of longitude station of 1895. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 3 meters.

In 1936, station was recovered as described. As far as could be ascertained, the same spot was occupied as in 1895. New description follows: Station is located in the cafeteria of Ball High School, on the ground floor, and 10 feet southeast of the center entrance on the north side of the center wing. The station was 180 feet south of the center line of the avenue and 188 feet east of the center line of Twenty-second Street.

The elevation of the knife edge was 7.7 feet.

U. S. 8, Point Isabel, Tex. (Cameron County, W. H. Burger, 1909; C. I. Aslakson, 1936).—Station is located at Point Isabel, about 110 meters north of the lighthouse, in a specially constructed pendulum room, 2.65 meters north and 0.67 meter west of longitude pier (1906). The receiver was mounted on a low concrete pier.

The elevation of the pendulum bob was 25.3 feet, referred to the Gulf of Mexico.

In 1936, station was inaccessible, as the small hill on which station was located is to be leveled and made into a tourist camp. Latitude and longitude piers were badly weathered and the gravity pier was gone. A new station, U. S. 725, was established. See description thereof.

U. S. 9, Laredo, Tex. (Webb County, G. R. Putnam, 1895; C. I. Aslakson, 1936).—Station is located at Laredo, in the southwest part, near the Rio Grande, at the Commissary Building at Fort McIntosh, in the basement. It is 1,190 feet west and 150 feet south of 1895 longitude station. The receiver was mounted on a low brick pier built against the basement wall.

The elevation of the pendulum bob was 424 feet.

In 1936, station was recovered as described. The point occupied in 1936 was near the center brick pier on the northwest wall. The receivers were cemented to the concrete floor, one on each side of the pier and 2 feet from it.

The elevation of the knife edge was 412 feet.

U. S. 10, Austin (capitol), Tex. (Travis County, G. R. Putnam, 1895; C. I. Aslakson, 1937).—Station is located at Austin, in the State Capitol Building, in the basement room southeast of the rotunda. It is 55 feet east and 32 feet south of the center of the rotunda and 385 feet west and 152 feet north of longitude pier (1895). The receiver was mounted on the concrete floor.

The elevation of the pendulum bob was 559 feet.

In 1937, station was recovered as described, as well as could be determined from the old description, and reoccupied. The point occupied in 1937 was 115 feet S. 17° E. (mag.) from the rotunda of the capitol, in a small room in the southeast corner of the carpenter shop which is directly beneath the Governor's business office. The receivers were cemented to the concrete floor.

The elevation of the knife edge was 539 feet.

U. S. 11, Austin (university), Tex. (Travis County, G. R. Putnam, 1895).—Station is located at Austin, at the University of Texas, in the main building, in the northwest corner room known as the aquarium, on northeast corner of concrete wall surrounding the tank at the center of the room. The receiver was mounted on the concrete wall.

The elevation of the knife edge was 189 meters.

U. S. 12, McAlester, Okla. (Pittsburg County, W. H. Burger, 1909).—Station is located at McAlester, in the high school building, just east of the Masonic Temple, on the ground floor, in the northeast corner of the showerbath room which is between the gymnasium, the furnace room, and the stairway to the east entrance on the north side of the building. The receiver was mounted on three 6-inch stone blocks, each cemented to the concrete floor.

The elevation of the knife edge was 787 feet, based on the elevation of the U. S. Geological Survey bench mark near Union Station. The knife edge was 4 feet below the center of intersection of Third Street and Adams Avenue.

U. S. 13, Little Rock, Ark. (Pulaski County, G. R. Putnam, 1896; J. D. Powell, 1914).—Station is located at Little Rock, at the post office and customhouse, on Second (Cherry) Street, between Spring and Center Streets, in the center basement room, and just west of furnace room. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 292 feet.

In 1914, station was recovered as described except that, on account of improvements and changes in the building, the same point could not be reoccupied. Station occupied was the south central basement room, which is at same elevation as the one occupied in 1896.

U. S. 14, Columbia, Tenn. (Maury County, W. H. Burger, 1909).—Station is located at Columbia, in the old dormitory building of the high and public school, on the ground floor, in the southwest corner containing the swimming pool and coal room, at the foot of an unused stairway. It is 7.07 meters from the south wall of the room and 0.59 meter east of the brick wall of the swimming pool. The receiver was mounted on three 6-inch concrete blocks each cemented to the concrete floor.

The elevation of the knife edge was 680 feet, based on the city bench mark at the east side of the grounds, the elevation of which in turn is based on the elevation of the U. S. Geological Survey bench mark on the old courthouse (destroyed). The knife edge was 1 foot below the surface of the ground surrounding the building.

U. S. 15, Atlanta, Ga. (Fulton County, G. R. Putnam, 1896).—Station is located at Atlanta, in the State Capitol building in the northwest corner of the basement of the Washington Street wing, and in a storage room for the educational department. The receiver was mounted on the asphalt floor.

The elevation of the pendulum bob was 324 meters.

U. S. 16, McCormick, S. C. (McCormick County, W. H. Burger, 1909).—Station is located at McCormick, in the McCormick oil mill of the Anderson Phosphate & Milling Co., south of the Charleston & Western Carolina Railway tracks and 4½ telephone poles west of the depot, in the southeast corner, in the furnace room, directly in front of the western one of two boilers. The receiver was mounted on a low brick pier.

The elevation of the knife edge was 532 feet, based on the elevation of the rail in front of the McCormick depot.

U. S. 17, Charleston, S. C. (Charleston County, G. R. Putnam, 1896).—Station is located at Charleston, in the Citadel Building (owned by the State and occupied by the South Carolina Military Academy), in the square bounded by King, Meeting, Calhoun, and Hudson Streets, in a fuel storage room, on the first floor, in the southwest corner of the main part of Citadel. The receiver was mounted on the brick floor.

The elevation of the pendulum bob was 5.6 meters.

U. S. 18, Beaufort, N. C. (Carteret County, W. H. Burger, 1909).—Station is located at Beaufort, in the basement of the Masonic Hall, on Turner Street one block south of the courthouse, in a room near the center of the north side. The receiver was mounted on a low concrete pier, which in turn was resting on a concrete floor.

The elevation of the knife edge was 5 feet. The top of the pier was about level with the surface of ground surrounding the building.

U. S. 19, Charlottesville, Va. (Charlottesville City, G. R. Putnam, 1894).—Station is located at Charlottesville, at the University of Virginia, in a room on the north side of the basement of the Biological Laboratory. The receiver was mounted on a low brick pier.

The elevation of the pendulum bob was 545.5 feet.

U. S. 20, Deer Park, Md. (Garrett County, G. R. Putnam, 1894).—Station is located at Deer Park, at the east corner of the swimming pool building, 300 feet west of the main building of the Deer Park Hotel, and 1,100 feet west of the Baltimore and Ohio Railroad depot. It is in an enclosure under the front of the swimming pool. The receiver was mounted on a low stone pier.

The elevation of the pendulum bob was 2,525 feet.

U. S. 21, New Jersey Avenue Base, D. C. (Washington, D. C., G. R. Putnam and others, 1891–1900).—Station was located at Washington, D. C., at the Office of the United States Coast and Geodetic Survey, in the Richards Building, on New Jersey Avenue, south of B Street SE., in the pendulum room in a sub-basement under the southwest corner of the basement. The building has not been in existence since about 1930. The site is now occupied by the House Office Building Annex. The receiver was mounted on a massive brick pier.

U. S. 22, Smithsonian Institution Base, D. C. (Washington, D. C., T. C. Mendenhall, 1891).—Station is located at Washington, in the northeast basement of the Smithsonian Institution, in the south pendulum room. The receiver was mounted on a brick pier.

The elevation of the pendulum bobs was about 31 feet.

U. S. 23, Baltimore, Md. (Baltimore City, E. D. Preston, 1893; R. W. Woodworth, 1938).—Station was located in Baltimore, at Johns Hopkins University, in the basement of the physical laboratory. The receiver was mounted on a brick or masonry pier. The elevation of the station was 30 meters.

In 1938, station was reported lost. The physical laboratory mentioned above is no longer in existence.

U. S. 23A, Baltimore, Md. (Baltimore City, R. W. Woodworth, 1938).—Station is located in Baltimore, northwest of the intersection of Monument Street and Linden Avenue, and at the northwest corner of an automobile parking lot (the former site of the physical laboratory of Johns Hopkins University). It is 142 feet N. 10° E. from the center line of Monument Street, and 85.5 feet N. 85° W. from the center line of Linden Avenue. A standard gravity mark, stamped "BALTIMORE 1938," is cemented in a drill hole in the top of a stone sill of an adjacent building, approximately 6 inches above ground. The instrument bases were set in the ground 23 feet N. 40° E. from the mark and 0.1 foot above same.

The elevation of the knife edges was 30.5 meters.

U. S. 24, Philadelphia, Pa. (Philadelphia County, G. R. Putnam, 1894).—Station is located at West Philadelphia, at the University of Pennsylvania, in College Hall (the main building), in the northwest corner of the basement. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 16 meters.

U. S. 25, Princeton, N. J. (Mercer County, G. R. Putnam, 1894).—Station is located at Princeton, at the College of New Jersey, in the magnetic observatory or electrical building, in the northwest corner of the basement. The receiver was mounted on a tall brick pier.

The elevation of the pendulum bob was 211 feet.

U. S. 26, Hoboken, N. J. (Hudson County, T. C. Mendenhall, 1891).—Station is located at Hoboken, in the basement of Stevens Institute of Technology. The receiver was probably mounted on a brick or masonry pier.

The elevation of the knife edge was 11 meters.

U. S. 27, New York, N. Y. (New York County, Edwin Smith, 1899).—Station is located in New York City, at Columbia University, in the sub-basement of the Physics Building. The receiver was mounted on a brick pier.

The elevation of station above mean tide is 38.11 meters.

U. S. 28, Worcester, Mass. (Worcester County, Edwin Smith, 1899; H. E. McConnell, 1934; C. A. Schoene, 1937).—Station is located in Worcester, at the Worcester Polytechnic Institute, in the southwest corner of the constant temperature room of the Physical Laboratory, which is in the basement near the middle of the north side of the building. The receiver was mounted on a stone pier.

The elevation of the station is 557.9 feet.

In 1934, station was recovered as described. The point occupied in 1934 was just east of the pier of 1899, in the Salisbury Physics Laboratory, Worcester Polytechnic Institute, in the constant temperature room (the third room from the west on the north side of the building). The receiver was set up on the floor.

In 1937 the station was recovered as described. The receivers were set up on the concrete floor near the 1899 location.

U. S. 29, Boston, Mass. (Suffolk County, G. R. Putnam, 1894).—Station is located at Boston, at the Massachusetts Institute of Technology, in the northeast part of the basement of the addition to the State House, in the vault. The receiver was mounted on the concrete floor.

The elevation of the pendulum bob was 73 feet.

U. S. 30, Cambridge, Mass. (Middlesex County, G. R. Putnam, 1894).—Station is located in Cambridge,

at the Harvard College Observatory, in a basement room north of the foundation of the equatorial. The receiver was mounted on a heavy stone doorsill.

The elevation of the pendulum bob was 45.9 feet as obtained from a bench mark on the stone (granite) door stop at the south entrance to the observatory.

U. S. 31, Calais, Maine (Washington County, G. R. Putnam, 1895).—Station is located at Calais, in the basement of the Calais Academy or high school building, at south corner of Academy and North Streets, 5 meters west and 3 meters north of the flagpole on the building. The receiver was mounted on the concrete floor.

The elevation of the pendulum bob was 38 meters.

U. S. 32, Ithaca, N. Y. (Tompkins County, G. R. Putnam, 1894).—Station is located at Ithaca, at Cornell University, in Lincoln Hall (building of the College of Civil Engineering), in the metric room in the northeast part of the basement.

The elevation of the pendulum bob was 809.8 feet.

U. S. 33, Cleveland, Ohio (Cuyahoga County, G. R. Putnam, 1894).—Station is located at Cleveland, at Adelbert College, in the balance room in the west corner of the basement. The receiver was mounted on a large brick pier with capstone.

The elevation of the pendulum bob was 210 meters.

U. S. 34, Cincinnati, Ohio (Hamilton County, G. R. Putnam, 1894).—Station is located at Cincinnati, at the Cincinnati Observatory, in the basement at the west end, beneath the room occupied by the meridian transit. The receiver was mounted on a low brick pier built on the brick floor.

The elevation of the pendulum bob was 804 feet.

U. S. 35, Terre Haute, Ind. (Vigo County, G. R. Putnam, 1894).—Station is located at Terre Haute, in the main building of the Rose Polytechnic Institute, north of Locust Street and west of Thirteenth Street, in the basement, on the large pier north of the center of the west room. The receiver was mounted on the large brick pier with slate top.

The elevation of the pendulum bob was 495 feet.

U. S. 36, Chicago, Ill. (Cook County, G. R. Putnam, 1894).—Station is located at Chicago, at the University of Chicago, in the Ryerson Physical Laboratory, in a dark room near the northeast corner of the first floor. The receiver was mounted on a massive brick pier with capstone.

The elevation of the pendulum bob was 597 feet.

U. S. 37, Madison, Wis. (Dane County, Edwin Smith, 1906).—Station is located at Madison, in Science Hall at the University of Wisconsin, in a basement room. The receiver was mounted on a brick pier.

The elevation of the station was 270 meters.

U. S. 38, St. Louis, Mo. (St. Louis City, G. R. Putnam, 1894).—Station is located in St. Louis, at Washington University, in the Chemical Laboratory near the southeast corner of St. Charles and Seventeenth Streets, in the south basement room. The receiver was mounted on two long concrete test blocks cemented to the brick floor.

The elevation of the pendulum bob was 505 feet.

U. S. 39, Kansas City, Mo. (Jackson County, G. R. Putnam, 1894).—Station is located at Kansas City, at Franklin School at the northeast corner of Fourteenth Street and Washington Avenue, in the small janitor's storeroom in the middle front (south) part of the basement. The receiver was mounted on bricks cemented to the brick floor.

The elevation of the pendulum bob was 913 feet.

U. S. 40, Ellsworth, Kans. (Ellsworth County, G. R. Putnam, 1894).—Station is located at Ellsworth, at the new county courthouse at the west corner of Second Street and Court Avenue, in the basement, in the doorway between the hallway and the middle room on the north side. The receiver was mounted on a heavy stone doorsill.

The elevation of the pendulum bob was 1,539 feet.

U. S. 41, Wallace, Kans. (Wallace County, G. R. Putnam, 1894).—Station is located at Wallace, in the park northwest of the depot and southwest of the astronomical station, in a stone house belonging to the Union Pacific Railroad and occupied by Mr. Entz, in the south side of the basement. The receiver was mounted on a heavy stone doorsill.

The elevation of the pendulum bob was 3,298 feet.

U. S. 42, Colorado Springs, Colo. (El Paso County, G. R. Putnam, 1894; R. W. Woodworth, 1939).—Station is located at Colorado Springs, at Colorado College, in Hagerman Hall at the southwest corner of Cascade Avenue and Cache-la-Poudre Street, in the basement, in a small room used as a pantry, near the northeast corner of the building. The receiver was mounted on low brick piers on the concrete floor.

The elevation of the pendulum bob was 6,041 feet.

In 1939, station was recovered as described, except that the elevation of the concrete basement floor was determined as 6,042.0 feet.

U. S. 43, Pikes Peak, Colo. (El Paso County, G. R. Putnam, 1894).—Station is located on the summit of Pikes Peak, in the red sandstone building occupied by the U. S. Weather Bureau and the Manitou & Pikes Peak Railroad, in the small addition (storeroom and pantry) at the south end. It is 529 feet, in azimuth 284°, from the triangulation station. The receivers were mounted on low stone piers cemented to the concrete floor.

The elevation of the pendulum bobs was 14,083 feet.

U. S. 44, Denver, Colo. (Denver County, G. R. Putnam, 1894; R. W. Woodworth, 1939).—Station is located at Denver, in University Park, at the University of Denver, in Chamberlin Observatory, in the basement south of the equatorial foundation. The point midway between the two receivers was about 5 feet south of the Defforges gravity station of 1893. The receivers were mounted on flat sandstones cemented to the concrete floor.

The elevation of the concrete floor is 5,375 feet.

In 1939, station was recovered as described, except that the elevation of the concrete floor of the observatory was determined as 5,378.9 feet.

U. S. 45, Gunnison, Colo. (Gunnison County, G. R. Putnam, 1894).—Station is located at Gunnison, at the La Veta Hotel at the northwest corner of Boulevard Street and Gunnison Avenue, in a small room under the sidewalk at northeast corner of the hotel. The receiver was mounted on two stones cemented to a heavy stone doorsill.

The elevation of the pendulum bob was 7,679 feet.

U. S. 46, Grand Junction, Colo. (Mesa County, G. R. Putnam, 1894).—Station is located at Grand Junction, at the Brunswick Hotel near the northwest corner of Main and Fourth Streets, 916 feet north and 290 feet west of latitude and longitude station (1886) in Cottonwood Park, in the basement under the kitchen. The receiver was mounted on a low brick pier built against the east foundation wall.

The elevation of the pendulum bob was 4,588 feet.

U. S. 47, Green River, Utah (Emery County, G. R. Putnam, 1894).—Station is located at Green River, at the Palmer House (a hotel owned by the Rio Grande Western Railway), in the east corner of the cellar under the south part of the building. The receiver was mounted on a low brick pier built on the concrete floor.

The elevation of the pendulum bob was 4,079 feet.

U. S. 48, Pleasant Valley Junction, Utah (Utah County, G. R. Putnam, 1894).—Station is located at Pleasant Valley Junction (name of post office "Colton"), in a frame house marked "St. James Hotel," 210 feet north of Rio Grande Western Railway depot, in the west corner of the cellar. The receiver was mounted on a brick pier.

The elevation of the pendulum bob was 7,187 feet.

U. S. 49, Salt Lake City, Utah (Salt Lake County, G. R. Putnam, 1894).—Station is located at Salt Lake City, on the southeast corner of Temple Block, in the small astronomical observatory (1869), and 5 feet due east of longitude pier with inscription "United States Meridian 1869." The receiver was mounted on the massive sandstone pier used by Col. Defforges in 1893.

The elevation of the pendulum bob was 4,338 feet.

U. S. 50, Grand Canyon, Wyo. (Yellowstone National Park, G. R. Putnam, 1894).—Station is located in Yellowstone National Park, about ⅓ mile northwest of the Grand Canyon, at Canyon Hotel, in the unfinished basement under the west end of the main building. The receiver was mounted on a low brick pier.

The elevation of the pendulum bob was 7,828 feet.

U. S. 51, Norris Geyser Basin, Wyo. (Yellowstone National Park, G. R. Putnam, 1894).—Station is located in Yellowstone National Park, at Norris Geyser Basin, near the west end of the plateau (about 20 feet above the river bottom) on which formerly stood the Norris Hotel, about 400 feet south and 25 feet west of the

new wagon bridge across Gibbon River. It is in a small room at the entrance to a storeroom. The receiver was mounted on 3 wooden posts driven into the ground and braced.

The elevation of the pendulum bob was 7,466 feet.

U. S. 52, Lower Geyser Basin, Wyo. (Yellowstone National Park, G. R. Putnam, 1894).—Station is located in Yellowstone National Park, at Lower Geyser Basin, at the Fountain Hotel, under the wing extending from the middle of the north side, in the basement, in an unfinished room under the kitchen. The receiver was mounted on a brick pier set up against foundation wall.

The elevation of the pendulum bob was 7,219 feet.

U. S. 53, Seattle (university), Wash. (King County, G. R. Putnam, 1899).—Station is located in Seattle, at the new site of Washington State University, just northeast of Lake Union, and in the Physical Laboratory (a large room extending across the building near the east end of the basement). The receiver was mounted on a masonry pier with a marble top.

The elevation of the pendulum bob was 190 feet.

U. S. 54, San Francisco, Calif. (San Francisco County, T. C. Mendenhall, 1891).—Station is located at San Francisco, probably in the Davidson Observatory in Lafayette Park. The receiver was mounted on a brick pier.

The elevation of the knife edge was 114 meters.

U. S. 55, Mount Hamilton, Calif. (Santa Clara County, T. C. Mendenhall, 1891).—Station is located on Mount Hamilton at Lick Observatory. The receiver was mounted on a brick pier.

The elevation of the knife edge was 1,282 meters.

U. S. 56, Seattle (high school), Wash. (King County, T. C. Mendenhall, 1891; G. R. Putnam, 1899).—The 1899 station is located at Seattle, at the high school, and in a small storeroom for arms, partitioned off from the northwest basement room. It is about 6 feet from the 1891 station. The receiver was mounted on the concrete floor.

The elevation of the pendulum bob was 244 feet.

U. S. 57, Iron River, Mich. (Iron County, W. H. Burger, 1909; H. D. King, 1910; R. W. Woodworth, 1940).—Station is located at Iron River, near the center of the city and two blocks west of the railway depot, in the building used as a public and high school, in a vault in the basement just to the right and at the foot of the stairway from the west main entrance on the south side of the building. The receiver was mounted with three bricks, one under each foot plate, cemented to the concrete floor.

The elevation of the knife edge was 1,501 feet, based on the elevation of the Chicago & Northwestern Railway tracks in front of the depot. The knife edge was 4½ feet below the surface of the ground surrounding the building.

In 1910, station was recovered as described and reoccupied. Extensive alterations of the school building were in progress. A second arch has been cut through the wall of the vault on the east side. This arch was closed by a temporary partition and a door was hung in old arch on west side during reoccupation, just as in 1909. The receiver was mounted practically as in 1909.

In 1940, station was recovered as described.

The 1940 station is on the playgrounds of Central School (formerly high school) on Cayuga Street between Second and Third Streets. The point midway between the two gravity receivers was 99 feet N. 25° E. (mag.) of the 1909 gravity station, 111 feet due west (mag.) of the west curbing of Second Street, 126 feet due east (mag.) of the center of the brick stack at the boiler room, 48 feet due north (mag.) from the north side of the school, 124 feet N. 55° W. from the northeast corner of the school, and 123 feet N. 60° W. of the mark.

The mark is a standard gravity reference mark stamped "IRON RIVER 1940" and is set flush in the concrete sidewalk along the east side of the school, 5 feet due south (mag.) of the north end of the walk.

The elevation of the mark is 1,512.1 feet.

The elevation of knife edge (1909) was 1,507.3 feet.

The elevation of knife edge (1940) was 1,512.3 feet.

U. S. 58, Ely, Minn. (St. Louis County, W. H. Burger, 1909; R. W. Woodworth, 1940).—Station is located at Ely, at Ely High School 1905, in a small basement storage room under the stair landing at the west entrance. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 1,471 feet, based on the elevation of the Duluth, Missabe & Iron Range Railway tracks at the depot.

In 1940, station was recovered as described but not occupied. The 1940 station is located on the public

school grounds along Harvey Street, in a boulevard between the school drive and the Junior College building, 152 feet N. 55° W. of the 1909 station (in basement of Junior College, formerly the high school).

The mark is a standard gravity reference mark stamped "ELY 1940" and is set flush in the concrete of a school sidewalk. It is 57 feet due south (mag.) from south curb of Harvey Street, 23 feet due east (mag.) from east curb of school drive (continuation of Fifth Avenue East), and 106 feet N. 70° W. (mag.) from northwest corner of Junior College.

The 1940 station is 11 feet due west (mag.) from mark, 56 feet due south (mag.) from south curb of Harvey Street, 12 feet due east (mag.) from east curb of school drive, 117 feet N. 70° W. from northwest corner of Junior College building, and 74 feet S. 55° E. from U. S. Geological Survey bench mark P.T.S. 17 S (T.T. 17 S, 1931).

Elevation of mark is 1,474.4 feet. Elevation of knife edge for 1909 station was 1,471.2 feet. Elevation of knife edges for 1940 station was 1,475.1 feet.

U. S. 59, Pembina, N. Dak. (Pembina County, W. H. Burger, 1909; R. W. Woodworth, 1940).—Station was located at Pembina, at the public school, also used as a high school, in the west corner of the basement. The receiver was mounted on a low pier.

The elevation of the knife edge was 796 feet, based on U. S. Department of Agriculture Experiment Station drainage bench mark, elevation 792 feet, in the southwest corner of the courthouse grounds at Pembina.

The knife edge was 3 feet below the surface of the ground surrounding the building.

In 1940 station was reported lost. The above-mentioned school building had been razed and a new one erected about 1915.

U. S. 60, Mitchell, S. Dak. (Davison County, W. H. Burger, 1909).—Station is located at Mitchell, in College Hall (1889) of Dakota Wesleyan University, in the Chemistry Department storeroom on the south side of the basement, and 30 feet from the southwest corner of the building. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 1,340 feet, based on the elevation of the Chicago, Milwaukee, St. Paul & Pacific Railroad tracks in front of the depot.

The knife edge was practically at the same elevation as the surface of the ground surrounding the building.

U. S. 61, Sweetwater, Tex. (Nolan County, W. H. Burger, 1910; C. I. Aslakson, 1936).—Station was located at Sweetwater, in Russell Rhoades' cyclone cellar just to the rear of his residence, the second on the east side of the street leading south from the Texas & Pacific Railway tracks to Sweetwater Mineral Springs Park. It was 1 foot from north wall and 2½ feet from west wall. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 2,149 feet, based on an elevation of 2,164 feet for the Texas & Pacific Railway tracks in front of the depot. The knife edge was 5 feet below the surface of the ground surrounding the building.

In 1936 the station could not be recovered. The cyclone cellar had evidently been destroyed. A new station, U. S. 721, was established on the northeast side of the city. See description thereof.

U. S. 62, Kerrville, Tex. (Kerr County, W. H. Burger, 1910; C. I. Aslakson, 1936).—Station is located at Kerrville, in the basement of Lowry Block (erected 1907), a little south of the courthouse grounds. It is 0.87 meter from northwest (street) wall and 0.80 meter from southwest wall. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 1,633 feet, based on an elevation of 1,645 feet for the San Antonio & Aransas Pass Railway tracks in front of the depot. The knife edge was 6½ feet below the pavement near the building.

In 1936 the station could not be occupied. A new station, U. S. 722, was established in the center of town. See description thereof.

U. S. 63, El Paso, Tex. (El Paso County, W. H. Burger, 1910).—Station is located at El Paso, at the high school at North Kansas and Arizona Streets, in a small room under the stairway in the southwest side of the basement and near the outside basement door. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 3,760 feet, based on the elevation of the Galveston. Harrisburg & San Antonio Railway tracks in front of the depot. The knife edge was 3 feet below the surface of the ground surrounding the building.

U. S. 64, Nogales, Ariz. (Santa Cruz County, W. H. Burger, 1910).—Station is located at Nogales, in the

public school building, in a library and miscellaneous storeroom at the south side of the basement. The receiver was mounted on a concrete pier.

The elevation of the knife edge was 3,874 feet, based on the elevation of the Southern Pacific Co. railroad tracks in front of the depot.

The knife edge was 3 feet below the surface of the ground on the south side of the building.

U. S. 65, Yuma, Ariz. (Yuma County, W. H. Burger, 1910).—Station is located at Yuma, at the public school at Second Avenue and Third Street, in the basement, in the southeast corner of the manual training room. The receiver was mounted on the concrete floor in a temporary enclosure.

The elevation of the knife edge was 177 feet, based on the elevation of U. S. Geological Survey bench mark on east side of first pier from south bank at the Southern Pacific Co. railroad bridge crossing the Colorado River.

The knife edge was 7½ feet below the surface of the ground immediately surrounding the building.

U. S. 66, Compton, Calif. (Los Angeles County, W. H. Burger, 1910).—Station is located at Compton, at the high school, in the northeast corner of the girls' dressing room (the southwest corner room of the basement). The receiver was mounted on the concrete floor.

The elevation of the knife edge was about 67 feet.

The knife edge was about 4 feet below the surface of the ground surrounding the building.

U. S. 67, Goldfield, Nev. (Esmeralda County, W. H. Burger, 1910).—Station is located at Goldfield, at the high school at the corner of Ramsey and Euclid Streets, in the basement on the boys' side, in a small oil room.

The elevation of the knife edge was 5,679 feet, based on the elevation engraved on "Corner Store." The elevation is very doubtful.

The knife edge was about 1½ feet above the surface of the ground on the alley side.

U. S. 68, Yavapai, Ariz. (Coconino County, W. H. Burger, 1910).—Station is located on the rim of the Grand Canyon, on Yavapai (O'Neill) Point, the first and most prominent point east of Grandeur Point, 1.2 miles east of El Tovar Hotel, in a mine tunnel of Mr. Cameron, near the west side of the bare rocky ledge constituting the outermost edge of Yavapai Point, and about 70 paces N. 20° W. of the center of an oval-shaped driveway on the point. The floor of the tunnel is about 15 feet below the top of the ledge forming the rim of the canyon at this point. The receiver was mounted on 3 stones cemented to the rocky floor of the tunnel.

The elevation of the knife edge was 7,050 feet, based on contours of U. S. Geological Survey topographic map for Bright Angel Quadrangle.

U. S. 69, Grand Canyon, Ariz. (Coconino County, W. H. Burger, 1910).—Station is located near the bottom of Grand Canyon, 55 paces west from the foot of the steep part of Cameron (Bright Angel) Trail (known as the "corkscrew"), 12 feet above the bed of a creek, in a tunnel on the mining claim of Mr. Cameron. The receiver was mounted on three stones embedded in a 4-inch layer of concrete on the rocky floor of the tunnel.

The elevation of the knife edge was 2,779 feet, based on the elevation of the U. S. Geological Survey bronze tablet stamped "2781" and cemented to a large rock, which is 8 feet west of the trail and 175 feet north of the tunnel.

U. S. 70, Gallup, N. Mex. (McKinley County, W. H. Burger, 1910).—Station is located at Gallup, in the public school building, in the northeast corner of the basement. The receiver was mounted on a low concrete pier.

The elevation of the knife edge was 6,538 feet, based on bench mark G.

The knife edge was 4 feet below the surface of the ground at the northeast corner of the building.

U. S. 71, Las Vegas, N. Mex. (San Miguel County, W. H. Burger, 1910).—Station is located at East Las Vegas, at the normal school on Main Street, between Eighth and Ninth Streets, in the basement of the girls' dormitory, in the southeast corner. The receiver was mounted on the concrete floor in a temporary room.

The elevation of the knife edge was 6,429 feet, based on the elevation of the Atchison, Topeka & Santa Fe Railway tracks in front of the depot at East Las Vegas.

The knife edge was 3 feet below the surface of the ground at the southeast corner of the building.

U. S. 72, Shamrock, Tex. (Wheeler County, W. H. Burger, 1910).—Station is located at Shamrock, about ½ mile southwest of the main part of Shamrock, in the cyclone cellar near the northwest corner of E. H. Small's residence, 16 inches from the south wall, and 32 inches from the west wall. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 2,327 feet, based on the elevation of bench mark K 9.

The knife edge was 5½ feet below surface of ground surrounding house.

U. S. 73, Denison, Tex. (Grayson County, W. H. Burger, 1910; C. I. Aslakson, 1936).—Station was located at Denison, at the high school at the northwest corner of Main Street and Barrett Avenue, in inside basement storeroom which lies between the Physics and Chemical Laboratories and the toilet rooms on the south and north sides, and between the girls' dressing rooms and the fuel bins on the east and west sides, respectively.

The receiver was mounted on three concrete blocks cemented to the concrete floor.

The elevation of the knife edge was 756½ feet, based on the elevation of the Missouri-Kansas-Texas Railroad tracks in front of the depot. The knife edge was 4½ feet below the surface of the ground surrounding the building.

In 1936, station could not be reoccupied, for the high school building mentioned in the 1910 description had been torn down and a new one built. A new station was therefore established as follows:

U. S. 73A, Denison, Tex. (Grayson County, C. I. Aslakson, 1936).—Station is located in Denison, in the southwest corner of the high school grounds, at Main and South Armstrong Streets, 80 yards due west of the 1910 station, 12 feet north of the mark, and 5 or 6 feet higher than the old station. The mark is a standard gravity mark stamped "DENISON 2 (1910–1936)" and is set flush near the northeast edge of the flower bed, 14 feet north of the north edge of the Main Street sidewalk, and 18 feet east of the east edge of the Armstrong Street sidewalk.

Elevation of knife edge was 767 feet.

U. S. 74, Minneapolis, Minn. (Hennepin County, H. D. King, 1910).—Station is located at Minneapolis, in the Physical Laboratory of the University of Minnesota, in the constant temperature room, near the center of the basement. The receiver was mounted on a stone plinth 4 inches thick cemented to the tile floor.

The elevation of the knife edge was 256.1 meters, based on the elevation of P.B.M. Pillsbury Hall. The knife edge was about one meter below the surface of the ground surrounding the building.

U. S. 75, Lead, S. Dak. (Lawrence County, H. D. King, 1910).—Station is located at Lead, at the high school, in about the middle of the east side of the basement, in the vault, between the basement stairs and the manual training room. The receiver was mounted on three concrete blocks molded in place on the concrete floor.

The elevation of the knife edge was 5,216 feet, based on city bench mark 5,229.

U. S. 76, Bismarck, N. Dak. (Burleigh County, H. D. King, 1910; R. W. Woodworth, 1940).—Station is located at Bismarck, at the Will School, in the superheating room in the center of the basement. The receiver was mounted on a low concrete plinth, molded in place on the concrete floor.

The elevation of the knife edge was 1,692 feet, based on the Missouri River Commission bench mark on the brewery near Bismarck. The knife edge was 4 feet below the surface of the ground surrounding the building.

In 1940 station was recovered as described. The 1940 station is located in the Will School yard, on Fifth Street, opposite the county courthouse.

The mark is a standard gravity reference mark stamped "BISMARCK 1940" and is set flush in the southwest corner of the top concrete step at the main (Fifth Street) entrance. It is 34 feet S. 15° W. (mag.) from the 1910 station, 116 feet S. 75° W. (mag.) from the center line of Fifth Street, 263 feet N. 15° W. (mag.) from the center line of Thayer Avenue, 266 feet N. 75° E. (mag.) from the center line of Fourth Street, 120 feet S. 15° E. (mag.) from the center line of Rosser Avenue, 43 feet S. 15° E. (mag.) from the northeast corner of the school, and 257 feet N. 70° W. (mag.) from the northwest corner of the courthouse.

The 1940 station is 31 feet S. 70° E. (mag.) from the mark. The 1940 observed gravity has been reduced to the 1910 station.

Elevation of knife edge (1910) was 1,687.7 feet.

Elevation of knife edge (1940) was 1,694.4 feet.

Elevation of mark is 1,694.5 feet.

U. S. 77, Hinsdale, Mont. (Valley County, H. D. King, 1910).—Station is located at Hinsdale, in the middle of the north side of the unfinished basement of the public school. The receiver was mounted on a low concrete pier.

The elevation of the knife edge was 2,169 feet as obtained from the elevation of the Great Northern Railway track at Hinsdale.

U. S. 78, Sandpoint, Idaho (Bonner County, H. D. King, 1910).—Station is located at Sandpoint, at the Farmington Central School, in the basement, in an alcove under the stairs and vestibule of the main entrance

to the first floor on the north side. The receiver was mounted on three bricks, each cemented to the concrete floor.

The elevation of the knife edge was 2,091 feet, based on city bench mark 2,089.7.

The knife edge was 2 feet below the ground surrounding the building.

U. S. 79, Boise, Idaho (Ada County, H. D. King, 1910).—Station is located at Boise, in the new (1908) east wing of the high school at Tenth and Washington Streets, in the boys' dressing room in the south part of basement, directly beneath the Tenth Street entrance. The receiver was mounted on three bricks, each cemented to the concrete floor.

The elevation of the knife edge was 2,697 feet, based on the elevation of the Oregon Short Line Railroad tracks in front of depot. The knife edge was about 10 feet below the surface of the ground surrounding the building.

U. S. 80, Astoria, Oreg. (Clatsop County, H. D. King, 1910).—Station is located at Astoria, at the southeast corner of the intersection of Lafayette and Chemanus Streets, in the Federal building (custom-house and post office), in the northwest part of the basement. The receiver was mounted on three bricks, each cemented to the concrete pier in a temporary room.

The elevation of the knife edge was 8.4 feet above mean half tide.

The knife edge was 5 feet below the surface of the ground immediately surrounding the building.

U. S. 81, Sisson, Calif. (Siskiyou County, H. D. King, 1910).—Station is located at Berryvale, at the Sisson Tavern about 1 mile west and ¼ mile south of Sisson railroad station, in the basement under the south-west corner of the main part of the building. The receiver was mounted on a concrete pier in a temporary room.

The elevation of the knife edge was 3,439 feet, based on the elevation of the railroad track at Sisson.

The knife edge was 1 foot above the surface of the ground on the west side of the building and 4 feet below the surface on the east side.

U. S. 82, Rock Springs, Wyo. (Sweetwater County, H. D. King, 1910).—Station is located at Rock Springs, at the city hall, in the basement, in a room just east of boiler room near the middle of the southeast side.

The receiver was mounted on a low concrete pier.

The elevation of the knife edge was 1,909.5 meters, based on bench mark N 3 (on the city hall).

The knife edge was 2 feet below the ground surrounding the building.

U. S. 83, Paxton, Nebr. (Keith County, H. D. King, 1910).—Station is located at Paxton, at the Globe Hotel, in the southeast corner of the cellar under the storehouse at the rear. The receiver was mounted on three bricks, each cemented to the concrete floor.

The elevation of the knife edge was 3,056 feet, based on bench mark 3060 (U.S.G.S.).

The knife edge was 1.5 feet below the surface of the ground surrounding the hotel.

U. S. 84, Bureau of Standards, D. C. (Washington, D. C., W. H. Burger, 1910).—Station is located at Washington, in room No. 16 in the Physical Laboratory or Main Building of the Bureau of Standards. The room is near the center of the basement and without windows, its only door being almost directly opposite the basement landing of the elevator. The receiver was mounted with a brick under each footplate cemented to the concrete floor. The knife edge was 0.60 meter from south wall, 1.57 meters from east wall, and 0.465 meter above the concrete floor.

The elevation of knife edge was 338.22 feet.

U. S. 84A, Bureau of Standards, D. C. (Washington, D. C., E. J. Brown, 1932).—Station is located at Washington, in a sub-basement of the East Building of the Bureau of Standards, in the small room adjoining that used by Paul R. Heyl in making the absolute gravity measurements. The receiver was placed on the concrete floor of the basement. This floor is 310.87 feet above sea level and about 31 feet below the surface of the ground.

U. S. 85, North Hero, Vt. (Grand Isle County, W. H. Burger, 1909; H. D. King, 1910).—Station is located at North Hero, at the Irving House, in the basement about 1 foot from the east stone wall, and 16 feet from the south stone wall. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 115½ feet, based on an elevation of 95 feet for the water level of Lake Champlain.

U. S. 86, Lake Placid, N. Y. (Essex County, W. H. Burger, 1909).—Station is located at Lake Placid, at

Lakeside Inn, in a storeroom in the east corner of the cellar directly beneath the hotel dining room. The receiver was mounted on a low concrete pier.

The elevation of the knife edge was 1,873 feet, based on the U. S. Geological Survey topographic map (1898 edition) for Lake Placid Quadrangle.

U. S. 87, Potsdam, N. Y. (St. Lawrence County, W. H. Burger, 1909).—Station is located at Potsdam, at the Clarkson School of Technology, on the ground floor, in the photometrics room which is directly north of the north entrance to the furnace room.

The receiver was mounted on a stone block which in turn was cemented to the concrete floor.

The elevation of the knife edge was 429 feet, based on bench mark 433 (U.S.G.S.).

U. S. 88, Wilson, N. Y. (Niagara County, W. H. Burger, 1909).—Station is located at Wilson, at the Wilson Union School, in the middle furnace room in the center of the basement. The receiver was mounted on a low concrete pier.

The elevation of the knife edge was 284 feet, based on the elevation of U.S.P.B.M. copper bolt in the north face of the Methodist Church.

U. S. 89, Alpena, Mich. (Alpena County, W. H. Burger, 1909).—Station is located at Alpena, at the city hall, at the end of the basement hall, in the west corner of a small alcove formed by the steps giving entrance to the main (northwest) side of the building, and just to the left of the entrance to the Office of Chief of Police. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 585 feet, based on the elevation of Lake Huron.

U. S. 90, Virginia Beach, Va. (Princess Anne County, H. D. King, 1911).—Station is located at Virginia Beach, at the Arlington Hotel, in the northeast corner of the basement, and under the southwest corner of the north or old wing of the hotel. The station is 60 paces west of the sea wall in front of the hotel. The receiver was mounted on a low concrete pier built on the brick floor in a temporary room.

The elevation of the knife edge was 3.6 meters above sea level. The knife edge was 0.5 meter below the level of the ground.

U. S. 91, Durham, N. C. (Durham County, H. D. King, 1911).—Station is located at Durham, in the Academic Building of Trinity College, in the basement, in the northwest corner of a room in the middle of the east end. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 126 meters, based on the U. S. Geological Survey bench mark on the courthouse. The knife edge was 1.2 meters below the surface of the ground surrounding the building.

U. S. 92, Fernandina, Fla. (Nassau County, H. D. King, 1911; C. I. Aslakson, 1938).—Station is located at Fernandina, in the new Federal building at the northeast corner of Fourth and Center Streets, in the southeast corner of the basement, in the northwest corner of the coal room. The receiver was mounted on three bricks, each cemented to the concrete floor.

The elevation of the knife edge was 3.1 meters, based on 5.75 meters elevation for tidal bench mark No. 17.

In 1938 the station was recovered as described and occupied, the pendulums being set in the central portion of the room. Receivers were set directly on concrete floor in plaster of paris.

U. S. 93, Wilmer, Ala. (Mobile County, H. D. King, 1911; C. L. Garner, 1915; C. I. Aslakson, 1937).—Station is located at Wilmer, in an abandoned ice house, at the east end of the post office at the point where the main road from the railroad station turns to the west, about 60 feet east of the main road, 14 inches from the west wall, and 5.4 feet from the south wall of the ice house. The receiver was mounted on a brick pier.

The elevation of the knife edge was 69 meters, based on a profile elevation of the New Orleans, Mobile & Chicago Railroad tracks at Wilmer. The knife edge was about 0.6 meter above the surface of the ground surrounding the building.

In 1915, station was recovered as described. The ice house had been torn down, but the pier was found and occupied. The elevation of the knife edge was 4 inches higher than in 1911 on account of using bricks under the footplates.

In 1937, station was recovered as described, as nearly as could be determined from the original description and from inquiry. The old building and ice house are gone and the lot which they occupied is vacant.

The 1937 station is 10 feet southwest of and 1½ feet lower than a brick pier which is probably that of 1911 and 1915, approximately 300 meters southwest of the Wilmer depot, about 200 meters north of State Highway 42, 87 paces east of the front of the Wilmer Store Co. store, in the southwest corner of a school-

house grounds, 84 feet southeast of the center line of a turn in the street, 215 feet southwest of the southwest corner of the school house, and 11 feet north of a wire fence.

A standard gravity mark stamped "WILMER NO. 93 1937 1915 1911" was set 1 foot north of the wire fence line, 40 feet east of the east end of a wooden shed, and 24 feet east of the 1937 station.

The elevation of the knife edge was 224.5 feet. Elevation of mark is 222.7 feet.

U. S. 94, Aliceville, Ala. (Pickens County, H. D. King, 1911).—Station is located at Aliceville, in a temporary building on West First Street, just back of the hotel which is located on Third Avenue between Broad Street and West First Street, 47.5 feet north of building line on north side of Third Avenue, and 23 feet west of building line on east side of West First Street. The receiver was mounted on a concrete pier.

The elevation of the knife edge was 61 meters.

U. S. 95, New Madrid, Mo. (New Madrid County, H. D. King, 1911; R. W. Woodworth, 1941).—Station is located at New Madrid, at the high school, in the west end of the basement of the west wing, in the furnace room. The receiver was mounted on three bricks, each cemented to the concrete floor.

The elevation of the knife edge was 258 feet, based on the zero of the Mississippi River Gauge. The knife edge was 2 feet below the surface of the ground surrounding the building.

In 1941, exact location of 1911 station could not be recovered. The high school had burned down and had been replaced in 1922 by grade school in which a part of the old high school basement floor has been retained.

The 1941 station is in the northeast part of the city, about 0.4 mile north of the county courthouse on Main Street, in the grade school grounds.

The mark is a standard gravity mark stamped "NEW MADRID 1941" and set in the top of a concrete post flush with the surface of the ground and is located 287 feet N. 85° E. (mag.) from center line of Main Street, 40 feet N. 5° W. (mag.) from center line of street along south side of school grounds, 205 feet S. 85° W. (mag.) from center line of street along east side of school grounds, 287 feet S. 5° E. (mag.) from north boundary fence of school yard, and 217 feet S. 70° E. from the southeast corner of school building.

The point midway between the two gravity instruments was 11 feet N. 55° W. (mag.) from the mark.

The elevation of the 1911 station was 291.2 feet.

The elevation of the 1941 station was 296.7 feet.

The elevation of mark is 296.1 feet.

U. S. 96, Mena, Ark. (Polk County, H. D. King, 1911).—Station is located at Mena, in the high school building at the southwest corner of Eleventh Street and Magnolia Avenue in the east end of furnace room in the basement under east end. The receiver was mounted on three bricks, each cemented to the concrete floor.

The elevation of the knife edge was 1,209 feet, based on the elevation of the Kansas City Southern Railway tracks at Mena. The knife edge was 5 feet below the surface of the ground surrounding the building.

U. S. 97, Nacogdoches, Tex. (Nacogdoches County, H. D. King, 1911; C. I. Aslakson, 1936).—Station is located at Nacogdoches, at the new Methodist Church at Hospital and Pecan Streets, in the small room opening off the western end of the vestry in the north end of the basement. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 303 feet, based on the elevation of the Texas & New Orleans Railroad tracks in front of depot. The knife edge is 3 feet below the surface of the ground surrounding the building.

In 1936, station was recovered as described. However, the point occupied in 1911 is now the minister's study and hence is not accessible.

The 1936 station is in a large Sunday School room in the southeast part of the basement, just east of the east wall of the room occupied in 1911, 4 feet from the west wall, and 12 feet from the north wall.

Elevation of station is 302 feet.

U. S. 98, Alpine, Tex. (Brewster County, H. D. King, 1911).—Station is located at Alpine, at the public school at the foot of Sixth Street, in the middle of the west side in a small basement room directly under the west entryway. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 4,463 feet, based on the elevation of the Southern Pacific Co. railroad tracks in front of the depot.

U. S. 99, Farwell, Tex. (Parmer County, H. D. King, 1911; C. I. Aslakson, 1936).—Station is located at Farwell, at the Farwell Hotel at the southwest corner of the public square, in the southwest corner room of the basement. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 4,130 feet, based on the elevation of the Atchison, Topeka & Santa Fe Railroad tracks in front of the depot at Texico, New Mexico. The knife edge was 6 feet below the surface of the ground immediately surrounding the building.

In 1936 station could not be reoccupied. Hotel had burned down and basement was filled with debris.

U. S. 99A, Farwell, Tex. (Parmer County, C. I. Aslakson, 1936; C. A. Schoene, 1937).—The 1936 station U. S. 99A is 50 yards southeast of U. S. 99, 55 yards south (magnetic) of the municipal water tank, and 40 yards east of the center line of the north-south street which passes to the west of the tank.

In 1937 station was recovered as described.

A standard gravity mark stamped "FARWELL U. S. 99A 1936 1937" was set in the top of a concrete post flush with the surface of the ground, 78 feet N. 80° E. (magnetic) from the station.

Elevation of knife edge was 4,138 feet.

U. S. 100, Guymon, Okla. (Texas County, H. D. King, 1911).—Station is located at Guymon, in the Summers Building, and in a small inside basement room opening off the northwest corner of the barber shop under the front or east end of the building. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 3,113 feet, based on the elevation of the Chicago, Rock Island & Pacific Railway tracks in front of the depot. The knife edge was 6 feet below the surface of the ground surrounding the building.

U. S. 101, Helenwood, Tenn. (Scott County, T. L. Warner, 1911).—Station is located at Helenwood, exactly opposite the railroad station, in the observatory pendulum room on the premises of Mr. Duncan, 40 feet south of Mr. Duncan's north fence line, 16 feet west of his east fence line, and about 400 feet east of the railroad station. The receiver was mounted on a pier of concrete building blocks.

The elevation of the knife edge was 422.3 meters, based on the U.S.C.&G.S. bench mark opposite the railroad station.

U. S. 102, Cloudland, Tenn. (Carter County, W. H. Burger, 1909).—Station is located at Cloudland, on the summit of Roan Mountain, on the ground floor of the Old Cloudland Hotel, on the Tennessee side of the State line which passes through the hotel. Station is in the northwest corner of the southeast room.

The elevation of the knife edge was 6,200 feet as scaled from the U. S. Geological Survey topographic map of Roan Mountain Quadrangle. By levels run in 1915 by J. D. Powell, the elevation is 6,203 feet.

U. S. 103, Hughes, Tenn. (Carter County, W. H. Burger, 1909; T. L. Warner, 1911).—Station is located at the north foot of Roan Mountain, 1¼ miles east of Hughes Gap and 1⅜ miles west by south of Burbank, in the transit-pendulum observatory, about 75 feet due east of the north end of Lewis Hughes' farmhouse which is the first house on the east side of Cove Creek just south of its junction with Doe River.

The pendulum was mounted on a concrete pier. The elevation of the knife edge was about 3,260 feet as scaled from the U. S. Geological Survey topographic map. In 1915 J. D. Powell ran a line of levels and determined the elevation as 3,284.6 feet.

In 1911 station was recovered as described. The same station was reoccupied.

U. S. 104, Charleston, W. Va. (Kanawha County, T. L. Warner, 1911).—Station is located at Charleston, at the high school on Quarrier Street near Broad Street, in the boys' coat room in the basement, under the boys' entrance on the northwest side of the building. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The U. S. Geological Survey bench mark on the southeast corner of the State Capitol, elevation 602 feet, could not be found. The elevation of the knife edge was about 4 feet below the water table of the State Capitol. The elevation of the knife edge is probably not far from 602 feet.

U. S. 105, State College, Pa. (Centre County, T. L. Warner, 1911).—Station is located at State College, in the Chemistry-Physics Building of Pennsylvania State College, in the photometer room approximately in the center of the basement. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 1,174 feet, based on the elevation of the Bellefonte Central Railroad tracks at the State College station.

U. S. 106, Fort Kent, Maine (Aroostook County, W. H. Burger, 1909).—Station is located at Fort Kent, at Dickey Hotel, in the north corner of the basement directly under the hotel office. The receiver was mounted on a low concrete pier.

The elevation of the pier is 524 feet, based on the elevation of the railroad track at the Bangor & Aroostook Railroad depot.

U. S. 107, Prentice, Wis. (Price County, T. L. Warner, 1911).—Station is located at Prentice, at the public school, 300 meters west of Wisconsin Central Railway (Soo Line) and about 500 meters north of Minneapolis, St. Paul & Sault Ste. Marie Railway (Soo Line), in the basement under the south side of the east entrance. The receiver was mounted on a concrete pier in a temporary room.

The elevation of the knife edge was about 469 meters, based on the elevation of the crossing of the Wisconsin Central Railway and the Minneapolis, St. Paul & Sault Ste. Marie Railway. The knife edge was about 2 feet below the surface of the ground surrounding the building.

U. S. 108, Fergus Falls, Minn. (Otter Tail County, T. L. Warner, 1911).—Station is located at Fergus Falls, at the high school on Cavour Street between Court and Union Streets, in the girls' entrance room to the basement from the north side. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 366 meters, based on the elevation of bench mark Z 3 at Fergus Falls. The knife edge was about 0.7 meter below the surface of the ground surrounding the building.

U. S. 109, Sheridan, Wyo. (Sheridan County, T. L. Warner, 1911; H. E. McConnell, 1934).—Station is located at Sheridan, at the county courthouse at the southwest corner of South Main and West Burkitt Streets, in the northwest corner of the basement, in a room known as storage vault No. 2. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was approximately 1,150 meters, based on the elevation of bench mark E 4.

In 1934 the station was recovered as described. The 1934 station was located in vault No. 1 in the basement of the county courthouse. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 3,772.6 feet.

U. S. 110, Boulder, Mont. (Jefferson County, T. L. Warner, 1911).—Station is located at Boulder, at the public school (south of the courthouse), in the southeast corner of the basement, in the boys' toilet. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 1,493 meters, as obtained from the U. S. Geological Survey bench mark on the water table of the schoolhouse.

U. S. 111, Skykomish, Wash. (King County, T. L. Warner, 1911).—Station is located at Skykomish, at the public school building (1902) which has no basement, in the boiler room which has one half the floor about 1 foot below ground level and covered with concrete for the foundation of the boiler. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor. The elevation of the knife edge was 280 meters, based on the elevation of the Great Northern Railway tracks in front of the depot.

The knife edge was 0.2 meter above the surface of the ground outside the building.

U. S. 112, Olympia, Wash. (Thurston County, T. L. Warner, 1911).—Station is located at Olympia, at the Washington School at West Fifth and Quince Streets, in the basement east of main entrance on north side of building, in the boys' toilet. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 19 meters, based on the elevation of the sidewalk on the north side of Chilberg block.

The knife edge was 0.4 meter below the surface of the ground outside the building.

U. S. 113, Heppner, Oreg. (Morrow County, T. L. Warner, 1911).—Station is located at Heppner, in the county courthouse, in the middle of the basement, in a storage room just north of the passageway through the basement and south of the fireproof vault. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 598 meters, based on the elevation of the Oregon Railroad & Navigation Co. tracks in front of the depot.

The knife edge was 2.5 meters below the surface of the ground on the east side of the building.

U. S. 114, Truckee, Calif. (Nevada County, T. L. Warner, 1911; R. W. Woodworth, 1939).—Station was located at Truckee, at the high school situated on the hill to the northwest of the town, in the northeast corner of the southern half of the basement. The receiver was mounted on a concrete pier in a temporary room.

The elevation of the knife edge was about 1805 meters, based on the elevation of the Southern Pacific Co. railroad tracks in front of the depot. In 1938 station was reported lost. The high school mentioned above was destroyed by fire in 1916 and a new one built nearby.

U. S. 115, Winnemucca, Nev. (Humboldt County, T. L. Warner, 1911).—Station is located at Winnemucca, in a new store owned by Mr. H. Warren and located on Bridge Street next to the fire station, in the furnace room in the basement in the rear. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 1,310.6 meters, based on the elevation of the Southern Pacific Co. railroad tracks in front of the depot.

The knife edge was 1.5 meters below the surface of the ground on the southeast side of the building.

U. S. 116, Ely, Nev. (White Pine County, T. L. Warner, 1911).—Station is located at Ely, in the grade school building, in a storage room in the northeast corner of the basement. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 1,962 meters, based on the elevation of the U. S. Geological Survey bench mark on the steps of the courthouse.

The knife edge was 1.0 meter below the surface of the ground on the east side of the building.

U. S. 117, Guernsey, Wyo. (Platte County, T. L. Warner, 1911).—Station is located at Guernsey, at the Guernsey Hotel about ⅕ mile south of the railroad depot, in the middle of the south side of the basement. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 1,321.7 meters, based on the elevation of the Burlington & Missouri River Railroad tracks in front of the depot.

The knife edge was 1.5 meters below the ground surrounding the building.

U. S. 118, Pierre, S. Dak. (Hughes County, T. L. Warner, 1911).—Station is located at Pierre, at the new high school opposite the Capitol, in the basement, in a storeroom between the toilets and the gymnasium. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 454 meters, based on the elevation of the old depot of the Chicago & North Western Railway.

The knife edge was 1.2 meters below the surface of the ground surrounding the building.

U. S. 119, Fort Dodge, Iowa (Webster County, T. L. Warner, 1911).—Station is located at Fort Dodge, at the high school, in a storage room in about the center of the basement. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 340 meters, based on the elevation of the Chicago Great Western Railway tracks in front of the depot. The knife edge was 1.0 meter below the surface of the ground surrounding the building.

U. S. 120, Keithsburg, Ill. (Mercer County, T. L. Warner, 1911).—Station is located at Keithsburg, in the public school building, in the eastern part of the basement under the west half of the building. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor in a temporary room.

The elevation of the knife edge was 166.4 meters, based on U.S. P.B.M. 20. The knife edge was about one meter below the surface of the ground surrounding the building.

U. S. 121, Grand Rapids, Mich. (Kent County, T. L. Warner, 1911; R. W. Woodworth, 1940).—Station was located at Grand Rapids, on the northwest corner of the new high school grounds at Fountain and North Prospect Streets, in the boiler room in the northwest corner of the basement of a public school building (now used for primary grades). The receiver was mounted on the concrete floor.

The elevation of the knife edge was 235.8 meters, based on the elevation of the Grand Trunk Railway tracks at the depot. The knife edge was about 1.5 meters below the surface of the ground surrounding the building.

In 1940 station was reported lost. From a janitor, in service at this high school since 1902, and the only employee with any knowledge of 1911 building conditions, it was found that the old boiler room site had been built over so that an elevation tie-in was liable to an error of 10 to 20 feet.

U. S. 122, Angola, Ind. (Steuben County, T. L. Warner, 1911).—Station is located at Angola, in the public school building on East Water Street between South Wayne and South Martha Streets, in the southeast corner of the basement, in a storage room. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

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The elevation of the knife edge was 318 meters, based on the elevation of the Lake Shore & Michigan Southern Railway tracks in front of the depot. The knife edge was about one meter below the surface of the ground surrounding the building.

U. S. 123, Albany, N. Y. (Albany County, T. L. Warner, 1911; C. L. Garner, 1914; C. A. Schoene, 1937).—Station is located at Albany, in the basement of Public School No. 24 at Delaware and Dana Avenues, in the janitor's storeroom directly under the boys' entrance on the east side of the building.

The elevation of the knife edge was 194 feet above mean low water of Hudson River based on a city engineer's map.

In 1914 station was recovered as described.

The receiver for the 1911 observations and for part of the 1914 observations was mounted on the concrete floor. For the remaining observations of 1914 the receiver was mounted on a pier.

In 1937 station was recovered as described.

The 1937 station was located about 15 feet east of the 1911 station in the south corner of the urinal side of the boys' lavatory. It is marked by a standard gravity mark stamped "ALBANY NO. 123 1911" and set in concrete.

U. S. 124, Port Jervis, N. Y. (Orange County, T. L. Warner, 1911).—Station is located at Port Jervis, at the Church Street School, in the basement, at about the middle of the southeast side of the building. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 140.7 meters, based on the elevation of the rail in front of Union Station at Port Jervis.

U. S. 125, Atlantic City, N. J. (Atlantic County, C. L. Garner, 1914).—Station is located at Atlantic City, at the new high school on the corner of Atlantic and Massachusetts Avenues, in the northwest corner of the dark storeroom in the basement, directly under the steps at the Atlantic Avenue entrance. The receiver was mounted on a 3-inch slate slab cemented to the floor.

The elevation of the knife edge was 10 feet. The ground surface adjacent to the building is level with the concrete floor.

U. S. 126, Bridgehampton, N. Y. (Suffolk County, C. L. Garner, 1914).—Station is located at Bridgehampton, at the high school, in the basement, near the north side of the laboratory room. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 32 feet, based on the elevation of a railroad track. The ground surface, adjacent to the high school, was about 3½ feet above the knife edge.

U. S. 127, Chatham, Mass. (Barnstable County, C. L. Garner, 1914).—Station is located at Chatham, on the north shore of the mill pond, in the northwest corner of a small concrete fish house belonging to A. E. Thatcher. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 2.5 feet above high water or about 5 feet above mean sea level.

U. S. 128, Rockland, Maine (Knox County, C. L. Garner, 1914).—Station is located at Rockland, in Fred Burpee's home at 104 Limerock Street, in the south extension of the basement. The receiver was mounted on the concrete floor in the northwest corner of the room.

The concrete floor is 4.5 feet below surrounding surface of the ground. The elevation of the knife edge was 31 feet, based upon a bench mark on Limerock Street.

U. S. 129, Lancaster, N. H. (Coos County, C. L. Garner, 1914).—Station is located at Lancaster, at the high school near Main and School Streets, in the southwest basement room used as a bath and dressing room for the gymnasium. The receiver was mounted on the concrete floor.

The ground surface adjacent to the building is 5½ feet above the basement floor.

The elevation of the knife edge was 859 feet, based upon a bench mark of the U. S. Geological Survey on the front of the courthouse about 300 meters distant.

U. S. 130, Whitehall, N. Y. (Washington County, C. L. Garner, 1914).—Station is located at Whitehall, at the armory at the corner of William and Doultney Streets, in the dark room of the basement. The receiver was mounted on the concrete floor. The ground surface adjacent to the building was 5 feet above the knife edge.

The elevation of the knife edge was 125 feet, based on hand level connection with the elevation of Lake Champlain; and was 150 feet, based on the elevation of the rail in front of the Delaware & Hudson Railroad station. Adopted elevation of knife edge is the mean or 138 feet.

U. S. 131, Little Falls, N. Y. (Herkimer County, C. L. Garner, 1914).—Station is located at Little Falls, at the Benton Hall School, on the east side of the park, at the corner of Alexander and (Waith) Worth Streets, in the northwesternmost room of the basement. The receiver was mounted on the concrete floor in a temporary room.

The elevation of the knife edge was 137 meters.

U. S. 132, Watertown, N. Y. (Jefferson County, C. L. Garner, 1914).—Station is located at Watertown, at the high school, on Sterling Street between Washington and Jay Streets, in the carpenter shop in the basement. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 147 meters.

U. S. 133, Southport, N. Y. (Chemung County, C. L. Garner, 1914).—Station is located at Southport, in the basement of a small store on Pennsylvania Avenue used as a storeroom by Sargent and Sage, whose grocery store is the next building east at the corner of Pennsylvania and Caton Avenues. The receiver was mounted on a pier built of brick, stone, and plaster of paris.

The elevation of the knife edge was 266 meters.

U. S. 134, Erie, Pa. (Erie County, C. L. Garner, 1914).—Station is located at Erie, in Public School No. 2 at the corner of Seventh and Holland Streets, in the basement storeroom under the steps at the south entrance. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 198 meters.

U. S. 135, Parkersburg, W. Va. (Wood County, J. D. Powell, 1914).—Station is located at Parkersburg, at the post office, in the southeast corner of the small room in the northeast corner of the basement. The receiver was mounted with one brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 606.5 feet.

U. S. 136, Columbus, Ohio (Franklin County, J. D. Powell, 1914).—Station is located at Columbus, at the Franklin County Memorial Hall on East Broad Street, in the basement back of the stage, in the northeast corner of a triangular-shaped room called the kitchen. The receiver was mounted with one brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 758.4 feet.

U. S. 137, Indianapolis, Ind. (Marion County, J. D. Powell, 1914).—Station is located at Indianapolis, at the post office on Meridian Street between Ohio and New York Streets, on the Meridian Street side of the basement, in a small triangular-shaped room used as a storeroom by the engineer of the building, and directly across the hall from the west elevator. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 713 feet.

U. S. 138, Springfield, I l. (Sangamon County, J. D. Powell, 1914).—Station is located at Springfield, at the Edwards Public School at Lawrence Avenue West and Edwards Street, in a room near the center of the north front of the basement. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 599 feet. The knife edge was 5 feet below the surface of the ground outside the building.

U. S. 139, Lebanon, Mo. (Laclede County, J. D. Powell, 1914).—Station is located at Lebanon, at the new high school, in the furnace room about 2 feet from the corner of the brickwork supporting the boiler. The station is approximately 200 feet northwest of a concrete monument. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 1,263 feet.

U. S. 140, Joplin, Mo. (Jasper County, J. D. Powell, 1914).—Station is located at Joplin, at the post office at Third and Joplin Streets, in the northeast corner of the basement, in a small room with a sloping ceiling under the stairway. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 994 feet.

U. S. 141, Fort Smith, Ark. (Sebastian County, J. D. Powell, 1914).—Station is located at Fort Smith, at the courthouse, in the southeast corner of the basement, in the city engineer's test room for cement. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 444 feet.

U. S. 142, Texarkana, Ark. (Miller County, J. D. Powell, 1914).—Station is located at Texarkana, at the post office, in the northwest room of the basement of the north wing. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 324 feet.

U. S. 143, Hot Springs, Ark. (Garland County, J. D. Powell, 1914).—Station is located at Hot Springs, at the county courthouse, in the north corner room of the ground floor, which is known as Judge Mooney's room. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 622 feet.

U. S. 144, Alexandria, La. (Rapides Parish, J. D. Powell, 1914; C. I. Aslakson, 1936).—Station is located at Alexandria, at the city hall on Third Street between Murray and De Soto Streets, in the basement, in one of the small closets under the steps on the northwest side, and just to the left of the short flight of steps leading to the main hall of the basement. The receiver was mounted on the concrete floor.

The elevation of the knife edge was about 78 feet.

In 1936, station was recovered as described. The 1936 station is located in the narrow part of the same closet as before, northwest of the door sill. The receivers were cemented to the concrete floor with plaster of paris.

The elevation of the knife edges in 1936 was 79 feet.

U. S. 145, Laurel, Miss. (Jones County, J. D. Powell, 1914; C. I. Aslakson, 1936).—Station is located at Laurel, at the Silas Gardner School, in a basement room on the north side of the building, the first room to the left when entering the basement through the east door, and just across the hall from the domestic science kitchen. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 251 feet.

In 1936 station was probably recovered, and it was occupied as described. The old description was indefinite but it is believed that the same room was occupied as in 1914. It was ascertained that the building was the same. The new description follows: Station was located in the Silas W. Gardner School (the easternmost of three school buildings) whose southwest corner is at Fifth Street and Fourth Avenue, in the first basement room to left when entering the basement from the east end of the building, the room just to the west of the northeast corner room which is a washroom and toilet.

U. S. 146, Richmond, Va. (Richmond City, J. D. Powell, 1915).—Station is located at Richmond, at the post office, in the block bounded by Main, Bank, Tenth, and Eleventh Streets, in a room near the center of the south side of the basement used as a storeroom by the Internal Revenue Department. The receiver was mounted with one brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 97.5 feet.

U. S. 147, Emporia, Va. (Greensville County, J. D. Powell, 1915).—Station is located at Emporia, at the county courthouse. Two observations were made, the first in the office of the Commissioner of Revenue in the south wing of the courthouse, and the second in the southeast corner of the Mayor's office, which is the next room. For the first set the receiver was mounted on the wooden floor and for the second set the receiver was mounted on the concrete floor.

The elevation of the knife edge was 120 feet.

U. S. 148, Greenville, N. C. (Pitt County, J. D. Powell, 1915).—Station is located at Greenville, at the Proctor Hotel, at Third and Evans Streets, in room No. 2 of the higher or back level of the basement, the second room on the left side of the hallway from the steps leading from the lower or front part of the basement. The receiver was probably mounted on the concrete floor.

The elevation of the knife edge was 55 feet.

U. S. 149, Wilmington, N. C. (New Hanover County, J. D. Powell, 1915; C. I. Aslakson, 1938).—Station is located at Wilmington, at the county courthouse at Third and Princess Streets, in a basement room once used as a storeroom for disinfectants by the city health officer, on the Princess Street side, and in the next to the last room on the left side of the corridor, walking away from Third Street. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 28 feet.

In 1938 station was recovered as described, except that the room used in 1915 was not accessible. Therefore, 1938 station was located in courtyard back of the county courthouse, 68 feet north of the brick wall in the rear of the Y.M.C.A., 28 feet west of the courthouse L (new part of building), 12 feet west of the driveway curb, 28 feet southwest of the north end of the driveway curb where it ends at the courthouse, and 117 feet east of brick retaining wall on the east side of Third Street.

Elevation of the new station is same as elevation of basement floor in 1915.

U. S. 150, Cheraw, S. C. (Chesterfield County, J. D. Powell, 1915).—Station is located at Cheraw, at Hotel Covington, on the first floor, in a back room, the second from the northwest end of the building, directly opposite the office of Dr. Purvis, and separated from the next one by a partition two-thirds of the way to the ceiling. The receiver was probably mounted on the concrete floor.

The elevation of the knife edge was 180 feet.

U. S. 151, Charlotte, N. C. (Mecklenburg County, J. D. Powell, 1915).—Station is located at Charlotte, at the United States Assay Office, in a small room in the west corner of the basement. The receiver was probably mounted on the concrete floor.

The elevation of the knife edge was 228 meters.

U. S. 152, Asheville, N. C. (Buncombe County, J. D. Powell, 1915).—Station is located at Asheville, at the post office, in the basement, in the northeast corner room, which has two small windows opening on Haywood Street. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 2,199 feet.

U. S. 153, Cleveland, Tenn. (Bradley County, J. D. Powell, 1915).—Station is located at Cleveland, at the post office, in the southwest corner of the basement, in a rest room for the rural carriers. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 864 feet.

U. S. 154, Winston-Salem, N. C. (Forsyth County, J. D. Powell, 1915).—Station is located at Winston-Salem, at the high school on Cherry Street at the head of Third Street, in the southwest corner of the basement, in a room used as a storage room. The receiver was probably mounted on the concrete floor.

The elevation of the knife edge was 932 feet.

U. S. 155, Knoxville, Tenn. (Knox County, J. D. Powell, 1915).—Station is located at Knoxville, at the Western Union Telegraph Co. office building on Gay Street near Vine Street, in a basement room used as a storeroom by the linemen, about 10 feet from the foot of the stairs leading down from the main office. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 919 feet.

U. S. 156, Bristol, Va. (Bristol City, J. D. Powell, 1915).—Station is located at Bristol, at the courthouse and city hall, in a room on the side of the basement next to the southeast corner room. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 1,685 feet.

U. S. 157, Homestead, Fla. (Dade County, C. L. Garner, 1915).—Station is located at Homestead, on the west porch of the high school, on the north end, 0.76 meter from the auditorium wall, and 0.77 meter from the edge of the concrete porch. The receiver was mounted in a temporary room with two bricks under each footplate cemented together and to the concrete floor of the porch.

The elevation of the knife edge was 14 feet. It was about 2.5 feet above the surface of the ground.

U. S. 158, Sebring, Fla. (Highlands County, C. L. Garner, 1915).—Station is located at Sebring, in the lumber drying kiln (managed by C. A. Wells) on Park Street between Pine and Lime Streets, 40 meters northeast of the electric light plant and 100 meters northeast of the Atlantic Coast Line Railroad station, 4.59 meters from the north wall, and 1.66 meters from the east wall of the building.

The receiver was mounted on a pier of concrete capstones and plaster of paris, with each footplate resting on two bricks cemented together and to the pier.

The elevation of the knife edge was 111.0 feet, based on a railroad elevation of the Atlantic Coast Line Railroad track in front of the station. The knife edge was 2 feet below the surface of the ground surrounding the building.

U. S. 159, Titusville, Fla. (Brevard County, C. L. Garner, 1915).—Station is located at Titusville, in J. S. Daniels' small office near the northwest corner of Palm and Julia Streets. The receiver was mounted on a pier made of concrete blocks cemented together, with two bricks under each footplate cemented together and to the top of the pier.

The elevation of the knife edge was 9 feet. It was 2.5 feet above the surface of the adjacent ground which was practically level in all directions.

U. S. 160, Leesburg, Fla. (Lake County, C. L. Garner, 1915).—Station is located at Leesburg, in the Geo. W. Wrenneck building at Seventh and Main Streets, in the southwest corner of the back room facing Seventh

Street. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The knife edge was at the same elevation as the surface of the ground immediately surrounding the building.

The elevation of the knife edge was 98 feet.

U. S. 161, Cedar Keys, Fla. (Levy County, C. L. Garner, 1915).—Station is located at Cedar Keys, in J. B. Lutterloh's house on the northeast corner of Fifth and D Streets, just opposite the Episcopal Church, in the south basement room, in the northwest corner. The receiver was mounted on a brick pier with two bricks under each footplate cemented together and to the top of the pier.

The elevation of the knife edge was 7.5 feet, based on the tidal water near the house.

U. S. 162, Macon, Ga. (Bibb County, C. L. Garner, 1915).—Station is located at Macon, in the post office building, in the block bounded by Mulberry, Walnut, Third, and Broadway Streets, near the window in the engineer's room. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 326 feet, based on the U. S. Geological Survey bench mark in the north corner of the post office. The floor of the basement was 6 feet below the surface of the ground adjoining the building.

U. S. 163, Albany, Ga. (Dougherty County, C. L. Garner, 1915).—Station is located at Albany, at the grammar school at the corner of Broad and Madison Streets, in the janitor's storeroom in the basement. The receiver was mounted with one large brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 190 feet. The basement floor is 4 feet below the surface of the ground immediately surrounding the building.

U. S. 164, Pensacola, Fla. (Escambia County, C. L. Garner, 1915).—Station is located at Pensacola, at the customhouse and post office, in the customhouse storeroom in the basement, in the northeast corner. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 6 feet, based on the elevation of a hydrant referred roughly (within 1.5 feet) to mean sea level. The concrete floor is 5 feet below the surface of the ground surrounding the building.

U. S. 165, Opelika, Ala. (Lee County, C. L. Garner, 1915).—Station is located at Opelika, on Avenue A between Eighth and Ninth Streets, in the new brick store owned by Mrs. Josephine Denniston and at present rented by J. Lem Satterwhite, in the southeast end of the basement, 0.80 meter from the northeast wall, and 4.20 meters from the southeast wall (wall next to street). The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 804 feet, based on a U. S. Geological Survey bench mark in the corner of the courthouse.

U. S. 166, Huntsville, Ala. (Madison County, C. L. Garner, 1915).—Station is located at Huntsville, at the United States courthouse and post office on Green Street between Randolph and Eustis Streets, in the easternmost basement room, 0.51 meter from the northwest wall, 1.85 meters from the southwest wall, and 2.73 meters from the northeast wall (near the door). The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 655 feet, based on the elevation of the Louisville & Nashville Railroad tracks at the Huntsville depot. The floor of the basement room is 5 feet below the surface of the ground surrounding the building.

U. S. 167, Arkansas City, Ark. (Desha County, C. L. Garner, 1915).—Station is located at Arkansas City, at the courthouse, in the west corner of the Grand Jury Room. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 143 feet, based on the Mississippi River Commission bench mark in the south corner of the courthouse yard. The knife edge was 3 feet above the surface of the ground surrounding the building.

U. S. 168, Memphis, Tenn. (Shelby County, C. L. Garner, 1915).—Station is located at Memphis, at the customhouse and post office on Front Street facing Madison Street, in the northeast corner of the northeast basement room. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 263.5 feet, based on information furnished by the Office of the City Engineer. The knife edge was 6 feet below the surface of the ground surrounding the building.

U. S. 169, Mammoth Spring, Ark. (Fulton County, C. L. Garner, 1915).—Station is located at Mammoth Spring, in the old Fulton County Bank Building on Main Street, owned by the Citizen's Bank of Mammoth Spring, in the southwest corner of the north basement room, in the center of a small room used for ice storage. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 512 feet, based on the elevation of the St. Louis-San Francisco Railway tracks in front of the depot.

U. S. 170, Hopkinsville, Ky. (Christian County, C. L. Garner, 1915).—Station is located at Hopkinsville, at the customhouse and post office, in the southeast corner of the northeast basement room. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 577 feet, based on a U. S. Geological Survey elevation of the Louisiana & Nashville Railroad tracks in front of the depot. The knife edge was about 5 feet below the surface of the ground surrounding the building.

U. S. 171, Danville, Ky. (Boyle County, C. L. Garner, 1915).—Station is located at Danville, at the customhouse and post office at Fourth and Main Streets, in the northeast basement room (coal bin), at the north end, a little west of the center. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 983 feet, based on the U. S. Geological Survey bench mark in the doorsill of the courthouse. The knife edge was about 6 feet below the surface of the ground surrounding the building.

U. S. 172, Clifton Forge, Va. (Clifton Forge City, C. L. Garner, 1915).—Station is located at Clifton Forge, at the post office and courthouse, in the basement, in the north end of the storeroom on the west side and near the center of the building. The receiver was mounted with two bricks cemented together and to the concrete floor.

The elevation of the knife edge was 1,066 feet, based on the U. S. Geological Survey elevation of the Chesapeake & Ohio Railway tracks in front of the depot. The elevation of the floor of the basement was 8 feet below the surface of the ground surrounding the building.

U. S. 173, Greenville, Ala. (Butler County, C. L. Garner, 1915).—Station is located at Greenville, at the courthouse, at the west end of the coal bin in the boiler room, 0.54 meter from the west wall, and 0.70 meter from the chimney at the south wall. The receiver was mounted with two bricks cemented together and to the concrete floor.

The elevation of the knife edge was 427 feet, based on the elevation of the Louisville & Nashville Railroad tracks in front of the depot. The concrete floor is 5 feet below the surface of the ground surrounding the building.

U. S. 174, Birmingham, Ala. (Jefferson County, C. L. Garner, 1915).—Station is located at Birmingham, at the U. S. customhouse and post office at the northeast corner of Second Avenue and Eighteenth Street, in the janitor's office in the basement, 0.53 meter from the east wall, and 1.90 meters from the north wall. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 585.5 feet, based on the U. S. Geological Survey bench mark in the steps of the post office. The concrete basement floor is 5 feet below the surface of the ground surrounding the building.

U. S. 175, Lexington, Va. (Rockbridge County, C. L. Garner, 1915).—Station is located at Lexington, at the post office on the corner of Lee Avenue and Nelson Street, in the basement storeroom, in the center of the northeast side of the building. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 1,063 feet, based on the elevation of the cross cut in the basement of the statue of Washington at the Virginia Military Institute. The elevation of the floor was 7 feet below the surface of the ground surrounding the building.

U. S. 176, Prestonsburg, Ky. (Floyd County, C. L. Garner, 1915).—Station is located at Prestonsburg, at The Bank Josephine on Main Street at the foot of the bridge crossing Big Sandy River, in the northwest corner of the southwest basement room. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 634 feet, based on the elevation of the U. S. Geological Survey bench

mark in the west abutment of the Prestonsburg bridge. The knife edge was about 3½ feet below the surface of the ground surrounding the building.

U. S. 177, Traverse City, Mich. (Grand Traverse County, J. D. Powell, 1915).—Station is located at Traverse City, at the city post office, in a storeroom in the basement. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 591 feet.

U. S. 178, Seney, Mich. (Schoolcraft County, J. D. Powell, 1915).—Station is located at Seney, at the Bank of Boggott, Bacheller & Cool Banking Co., in the vault. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 733 feet. The knife edge was 3 feet above the surface of the ground surrounding the building.

U. S. 179, Oconto, Wis. (Oconto County, J. D. Powell, 1915).—Station is located at Oconto, at the high school on School Street, in the mechanical drawing room in the south corner of the basement. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 594 feet.

U. S. 180, Grand Rapids, Wis. (Wood County, J. D. Powell, 1915).—Station is located at Grand Rapids, at the Bandelin Hotel on Grand Avenue, in the basement near the middle of the east side. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 1,004 feet.

U. S. 181, Winona, Minn. (Winona County, J. D. Powell, 1915).—Station is located at Winona, at the post office on Johnson Street between Third and Fourth Streets, in the northeast corner room of the basement. The receiver was mounted on the brick floor with one paving brick under each footplate.

The elevation of the knife edge was 660 feet.

U. S. 182, Baldwin, Wis. (St. Croix County, J. D. Powell, 1915).—Station is located at Baldwin, at the town hall, in the rest room in the basement, in front of and at the foot of the stairs leading from the main entrance. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 1,122 feet.

U. S. 183, Cumberland, Wis. (Barron County, J. D. Powell, 1915).—Station is located at Cumberland, at the high school, in the boiler room. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 1,246 feet. The knife edge was 5 feet below the surface of the ground surrounding the building.

U. S. 184, Cambridge, Minn. (Isanti County, J. D. Powell, 1915).—Station is located at Cambridge, at the high school, in the west part of the boiler room in the basement. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 994 feet.

U. S. 185, Brainerd, Minn. (Crow Wing County, J. D. Powell, 1915).—Station is located at Brainerd, at the post office at the northwest corner of Maple and Sixth Streets, in a room about midway of the west side of the basement. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 1,205 feet.

U. S. 186, Aberdeen, S. Dak. (Brown County, C. L. Garner, 1915).—Station is located at Aberdeen, at the post office and courthouse, at the north end of the basement, in the small storeroom whose entrance is at the extreme northwest corner of the boiler room. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The elevation of the knife edge was 1,299 feet, based on the elevation of the crossing of the Chicago, Milwaukee, St. Paul & Pacific Railroad and the Chicago & North Western Railway. The knife edge was about 6 feet below the surface of the ground surrounding the building.

U. S. 187, Faith, S. Dak. (Meade County, C. L. Garner, 1915).—Station is located at Faith, in the northwest basement room of W. C. Meyer's residence which is about 260 meters west of the Chicago, Milwaukee,

St. Paul & Pacific Railroad station. The receiver was mounted with a small concrete block under each footplate cemented to the floor.

The elevation of the knife edge was 2,579.5 feet, based on the elevation of the Chicago, Milwaukee, St. Paul & Pacific Railroad tracks in front of the depot.

The knife edge was about 3 feet below the surface of the ground surrounding the building.

U. S. 188, Marmarth, N. Dak. (Slope County, C. L. Garner, 1915).—Station is located at Marmarth, in the Allison Building at Main and First Streets, in the west end of a basement storeroom almost facing the basement entrance and directly beneath the post office. The receiver was mounted with a small concrete block under each footplate cemented to the floor.

The elevation of the knife edge was 2,698 feet, based on the elevation of the Chicago, Milwaukee, St. Paul & Pacific Railroad tracks at the depot. The knife edge was 5 feet below the surface of the ground surrounding the building.

U. S. 189, Towner, N. Dak. (McHenry County, C. L. Garner, 1915).—Station is located at Towner, at the county courthouse, in the vault in the basement. The receiver was mounted with one concrete block under each footplate cemented to the concrete floor.

The elevation of the knife edge was 1,478.8 feet, based on the elevation of bench mark M 3 in the northwest corner of the courthouse. The knife edge was about 4 feet below the surface of the ground surrounding the building.

U. S. 190, Crosby, N. Dak. (Divide County, C. L. Garner, 1915).—Station is located at Crosby, at the grade school, in the northwest basement room. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The elevation of the knife edge was 1,965 feet, based on the elevation of the Great Northern Railway tracks in front of the depot. The knife edge was about 5 feet below the surface of the ground surrounding the building.

U. S. 191, Crookston, Minn. (Polk County, J. D. Powell, 1915).—Station is located at Crookston, at the Franklin School, in the basement on the east side of the building. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 854 feet.

U. S. 192, Poplar, Mont. (Roosevelt County, C. L. Garner, 1915).—Station is located at Poplar, at the public school building in the northeast part of the town, in the east room of the basement. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The elevation of the knife edge was 1,996 feet, based on the elevation of the U. S. Coast and Geodetic Survey bench mark in the Trader's Bank.

The knife edge was about 5 feet below the surface of the ground immediately surrounding the building.

U. S. 193, Miles City, Mont. (Custer County, C. L. Garner, 1915).—Station is located at Miles City, at the Lincoln School on Lake Street in the south side of the city, in the south end of the west storeroom of the basement. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The elevation of the knife edge was 2,354 feet, based on the elevation of the railway tracks in front of the depot. The knife edge was about 3 feet below the surface of the ground immediately surrounding the building.

U. S. 194, Huntley, Mont. (Yellowstone County, C. L. Garner, 1915).—Station is located at Huntley, about 300 yards north-northwest of the depot, at the Huntley Hotel, in the basement under the south end.

The elevation of the knife edge was 3,016 feet, based on the elevation of the Chicago, Burlington & Quincy Railroad tracks in front of the depot. The knife edge was about 5 feet below the surface of the ground immediately surrounding the building.

U. S. 195, Lander, Wyo. (Fremont County, C. L. Garner, 1915).—Station is located at Lander, at the post office and courthouse, in the storeroom in the south corner of the basement. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The elevation of the knife edge was 5,365 feet, based on the Weather Bureau bench mark at the entrance to the post office.

The knife edge was about 6 feet below the surface of the ground immediately surrounding the building.

U. S. 196, Faribault, Minn. (Rice County, J. D. Powell, 1915).—Station is located at Faribault, at the Central School, in the southeast corner room of the basement. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 989 feet.

U. S. 197, St. James, Minn. (Watonwan County, J. D. Powell, 1915).—Station is located at St. James, at the county courthouse, in the basement midway of the north side. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 1,083 feet.

U. S. 198, Edgemont, S. Dak. (Fall River County, C. L. Garner, 1915).—Station is located at Edgemont, in the public school building, in the southwest corner of the southeast basement room. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The elevation of the knife edge was 3,499 feet, based on the elevation of the Chicago, Burlington & Quincy Railroad tracks in front of the depot.

The knife edge was about 2 feet below the surface of the ground surrounding the building.

U. S. 199, Dawson, Minn. (Lac Qui Parle County, J. D. Powell, 1915).—Station is located at Dawson, at the high school, in the dark room in the basement. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 1,059 feet.

U. S. 200, Cokato, Minn. (Wright County, J. D. Powell, 1915).—Station is located at Cokato, at the high school, in the basement under the central part of the east side. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 1,046 feet.

U. S. 201, Wasta, S. Dak. (Pennington County, C. L. Garner, 1915).—Station is located at Wasta, at Jos. Track's residence on the east side of the street, one block west and two blocks north of the Chicago & North Western Railway station, in the northwest corner of the cellar under the southeast corner of the house. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The elevation of the knife edge was 2,317 feet, based on the elevation of the Chicago & North Western Railway tracks opposite the bay window of the depot. The knife edge was 4 feet below the surface of the ground surrounding the house.

U. S. 202, Moorcroft, Wyo. (Crook County, C. L. Garner, 1915).—Station is located at Moorcroft, at the public school, on the south side of the east basement room. The receiver was mounted with a small concrete block under each footplate cemented to the floor.

The elevation of the knife edge was 4,249 feet, based on the elevation of the Chicago, Burlington & Quincy Railroad tracks in front of the depot. The knife edge was about 5 feet below the surface of the ground immediately surrounding the building.

U. S. 203, Duluth, Minn. (St. Louis County, J. D. Powell, 1915).—Station is located at Duluth, at the county courthouse on Fifth Avenue West and Second Street, in the basement, under the center part of the building, in the connecting hall. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 708 feet.

U. S. 204, Osage, Iowa (Mitchell County, J. D. Powell, 1915).—Station is located at Osage, at the high school on Sixth Street between Walnut and Mechanics Streets, in the basement, near the middle of the south side of the building, directly under the galvanized-iron air duct. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 1,167 feet.

U. S. 205, Randolph, Nebr. (Cedar County, C. L. Garner, 1915).—Station is located at Randolph, at the public school on Jackson Street between Pierce and Douglas Streets, near the Chicago, Burlington & Quincy Railroad depot, in the southernmost ventilating room on the east side of the basement. The receiver was mounted in a temporary room with a small concrete block under each footplate cemented to the concrete floor.

The elevation of the knife edge was 1,689 feet, based on the elevation of the Chicago, St. Paul, Minneapolis & Omaha Railway tracks in front of the depot.

The knife edge was about 3 feet below the surface of the ground surrounding the building.

U. S. 206, Valentine, Nebr. (Cherry County, C. L. Garner, 1915).—Station is located at Valentine, at the public school, in the southeast corner of the southeast basement room. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The elevation of the knife edge was 2,576 feet, based on a bench mark in the front steps of the courthouse.

The knife edge was about 7 feet below the surface of the ground surrounding the building.

U. S. 207, Wheeling, W. Va. (Ohio County, J. D. Powell, 1915).—Station is located at Wheeling, in the German Bank Building on the north side of Twelfth Street between Chopline and Market Streets, in the basement under the Western Union Telegraph Co. office. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 674 feet.

U. S. 208, Leon, Iowa (Decatur County, C. L. Garner, 1915).—Station is located at Leon, at the North School on Fourth Street between School and Church Streets, on the south side of the northwest room on the ground floor. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The elevation of the knife edge was 1,127 feet, based on the elevation of the Chicago, Burlington & Quincy Railroad tracks in front of the depot.

The knife edge was 2.5 feet below the surface of the ground surrounding the building.

U. S. 209, Laurel, Md. (Prince Georges County, C. L. Garner, 1915).—Station is located at Laurel, on Main Street, about 10 minutes' walk from the Baltimore & Ohio Railroad station, in the easternmost room of the basement of Colonel Frank E. Little's residence. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The elevation of the knife edge was 175 feet, based on the elevation of U. S. Geological Survey bench mark in the brick building at the corner of Washington Avenue and Main Street. The surface of the ground adjacent to the building was 4 feet above the concrete floor.

U. S. 210, Harrisburg, Pa. (Dauphin County, J. D. Powell, 1915).—Station is located at Harrisburg, at Central High School, in the basement, near the center of the north side of the building. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 340 feet.

U. S. 211, Pittsburgh, Pa. (Allegheny County, J. D. Powell, 1915).—Station is located at Pittsburgh, at the Second Ward School on Sherman Avenue just north of North Avenue in the north-side section of Pittsburgh, in the basement under the east front. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 772 feet.

U. S. 212, Rockville, Md. (Montgomery County, C. L. Garner, 1915).—Station is located at Rockville, in the high school, in the basement under the north side of the building, in the small room formerly used as a printing shop, the second room from the east end. The receiver was mounted with a concrete block under each footplate cemented to the concrete floor.

The elevation of the knife edge was 422 feet, based on the elevation of the U. S. Geological Survey bench mark in the front of the courthouse. The surface of the ground adjacent to the building is 5 feet above the concrete floor.

U. S. 213, Upper Marlboro, Md. (Prince Georges County, C. L. Garner, 1915).—Station is located at Upper Marlboro, in the Masonic Hall which is on the south side of Main Street and 80 meters west of the courthouse, on the west side of the southeast basement room. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The elevation of the knife edge was 38 feet, based on the elevation of the Pennsylvania Railroad tracks in front of the Marlboro depot. The ground surface adjacent to the building was 4 feet above the basement floor.

U. S. 214, Fairfax, Va. (Fairfax County, C. L. Garner, 1915).—Station is located at Fairfax, in the southwest corner of the basement of the bungalow owned by Rural Homes Development Co. and 300 meters west-northwest from E. A. Capen's residence. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The elevation of the knife edge was 378 feet, based on the elevation of the Southern Railway tracks in front of Fairfax Station.

U. S. 215, Crisfield, Md. (Somerset County, J. D. Powell, 1915).—Station is located at Crisfield, in J. H. Riggin's residence at 101 South Somerset Avenue, in the rear part of the basement. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 4 feet. The knife edge was about 2 feet below the surface of the ground surrounding the building.

U. S. 216, Fredericksburg, Va. (Fredericksburg City, J. D. Powell, 1916).—Station is located at Fredericksburg, at the post office at the corner of Hanover and Princess Anne Streets, in a storeroom in the basement under the north side. The receiver was mounted on the concrete floor.

The elevation of the knife edge was 16 meters.

U. S. 217, Dover, Del. (Kent County, J. D. Powell, 1915).—Station is located at Dover, at the Wilmington Conference Academy, in the basement under the gymnasium, at the middle of the north side. The receiver was mounted with two bricks under each footplate cemented together and to the concrete floor.

The elevation of the knife edge was 38 feet.

U. S. 218, North Tamarack, Mich. (Houghton County, J. F. Hayford, 1902).—Observations were made at three different levels at North Tamarack Mine, at the surface of the ground, at a depth of 1,200 feet, and at a depth of 4,600 feet. In Table IV, the observed value of gravity is given for the surface station only. The observed values of gravity at the 1,200- and 4,600-foot depths are 980.796 and 980.875 gals respectively. A temporary pendulum room was probably used for the surface observations. The receiver was mounted on a masonry pier.

The elevation of the knife edge at the surface of the ground was 370 meters.

U. S. 219, Hagerstown, Md. (Washington County, C. L. Garner, 1916).—Station is located at Hagerstown, at the post office, in the northeast corner of the boiler room in the northeast corner of the basement. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The elevation of the knife edge was 544 feet, based on the U. S. Geological Survey bench mark in the courthouse, one block away.

U. S. 220, Bellingham, Wash. (Whatcom County, C. L. Garner, 1916).—Station is located at Bellingham, at the Federal building at Magnolia and Dock Streets, in the engineer's room in the south end of the basement. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The knife edge was 6 feet below the surface of the ground immediately outside of building. The elevation of the knife edge was 65 feet.

U. S. 221, Everett, Wash. (Snohomish County, C. L. Garner, 1916).—Station is located at Everett, at the post office at Colby and Wall Streets, in the north basement room. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The knife edge was 5 feet below the surface of the ground immediately surrounding the building. The elevation of the knife edge was 135 feet, based on data of the Corps of Engineers, U. S. Army.

U. S. 222, Issaquah, Wash. (King County, C. L. Garner, 1916).—Station is located at Issaquah, in the school building, in the coal room in the basement. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The knife edge was 5 feet below the surface of the ground immediately surrounding the building. The elevation of the knife edge was 128 feet.

U. S. 223, Port Angeles, Wash. (Clallam County, C. L. Garner, 1916).—Station is located at Port Angeles, at the county courthouse on Lincoln Street between Third and Fourth Streets, in the northernmost basement room. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The knife edge was 5 feet below the surface of the ground immediately surrounding the building. The elevation of the knife edge was 80 feet.

U. S. 224, Port Townsend, Wash. (Jefferson County, C. L. Garner, 1916).—Station is located at Port Townsend, at the Federal building at Harrison and Washington Streets, in the northwesternmost basement room. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The elevation of the knife edge was 100 feet, based on data of the Corps of Engineers, U. S. Army.

U. S. 225, Port Gamble, Wash. (Kitsap County, C. L. Garner, 1916).—Station is located at Port Gamble, at the Hotel Puget Annex, in the basement, in the southeast corner of the storeroom under and just to the left of the entrance. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The elevation of the knife edge was 56 feet.

The knife edge was 5 feet below the surface of the ground on the south side of building.

U. S. 226, Bremerton, Wash. (Kitsap County, C. L. Garner, 1916).—Station is located at Bremerton, at the Smith Graded School at Park Avenue and Evergreen Street, about 1 mile northwest of boat landings, in the southwest basement room. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The knife edge was 3 feet below the surface of the ground immediately surrounding the building. The elevation of the knife edge was 21 feet.

U. S. 227, Tacoma, Wash. (Pierce County, C. L. Garner, 1916).—Station is located at Tacoma, at the Federal building on A Avenue between Eleventh and Twelfth Streets, in the storeroom in the north end of the basement. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The knife edge was 5 feet below the surface of the ground immediately surrounding the building. The elevation of the knife edge was 85 feet.

U. S. 228, Moclips, Wash. (Grays Harbor County, C. L. Garner, 1916).—Station is located at Moclips, in the school building about 100 meters south of the Moclips River and about 200 meters east of the Northern Pacific Railway tracks, in the south part of the furnace room. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The knife edge was 1 foot above the surface of the ground immediately surrounding the building. The elevation of the knife edge was 26 feet.

U. S. 229, Portland, Oreg. (Multnomah County, C. L. Garner, 1916).—Station is located at Portland, at the customhouse on Park Avenue and Davis Street, in the northwest basement room formerly used for coal and wood. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The knife edge was 5 feet below the surface of the ground immediately surrounding the building. The elevation of the knife edge was 26 feet.

U. S. 230, Tillamook, Oreg. (Tillamook County, C. L. Garner, 1916).—Station is located at Tillamook, at the Tillamook Hotel, in the southwesternmost basement room. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The knife edge was 8 feet below the surface of the ground immediately surrounding the building. The elevation of the knife edge was 15 feet.

U. S. 231, Newport, Oreg. (Lincoln County, C. L. Garner, 1916).—Station is located at Newport, at the high school, in the basement in the south central side of building. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The knife edge was 1 foot above the surface of the ground immediately surrounding the building. The elevation of the knife edge was 157 feet.

U. S. 232, Eugene, Oreg. (Lane County, C. L. Garner, 1916).—Station is located at Eugene, at the Junior High School on Olive Street near Fourteenth Avenue, in the southeast basement room. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The elevation of the knife edge was 422 feet.

U. S. 233, Marshfield, Oreg. (Coos County, C. L. Garner, 1916).—Station is located at Marshfield, at the high school at Hall Avenue West and Seventh Street South, in the small basement room adjoining and directly north of the furnace. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The elevation of the knife edge was 79 feet.

U. S. 234, Glendale, Oreg. (Douglas County, C. L. Garner, 1916).—Station is located at Glendale, about 100 meters south of the railroad station, in the southeast room of a concrete building belonging to B. S Radcliff. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The knife edge was 1 foot above the surface of the ground surrounding the building. The elevation of the knife edge was 1,424 feet.

U. S. 235, Tehama, Calif. (Tehama County, C. L. Garner, 1916).—Station is located at Tehama, in the west store of the Clark Building belonging to Henry Clark. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The knife edge was 1 foot above the surface of the ground immediately surrounding the building. The elevation of the knife edge was 214 feet.

U. S. 236, Sacramento, Calif. (Sacramento County, C. L. Garner, 1916; R. W. Woodworth, 1939).—Station is located at Sacramento, at the post office, in a small storeroom in the basement, directly east of furnace room. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The elevation of the knife edge was 6 meters.

In 1939, station was recovered as described. The building is now used for other Federal purposes, as a new post office building was erected several blocks away.

U. S. 237, Willits, Calif. (Mendocino County, C. L. Garner, 1916).—Station is located at Willits, in a concrete building belonging to H. C. Mohn, about 75 meters south of Hotel Willits, in the west end of the north storeroom. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The knife edge was 1 foot above the surface of the ground surrounding the building. The elevation of the knife edge was 1,378 feet.

U. S. 238, Eureka, Calif. (Humboldt County, C. L. Garner, 1916).—Station is located at Eureka, at the Federal building and post office at Fifth and H Streets, in a storeroom in the center of the north side of the basement, west of the main lobby entrance to the basement. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The elevation of the knife edge was 38 feet. The knife edge was 5 feet below the surface of the ground surrounding the building.

U. S. 239, Santa Rosa, Calif. (Sonoma County, C. L. Garner, 1916).—Station is located at Santa Rosa, at the post office, in the new basement room. The receiver was mounted with a small concrete block under each footplate cemented to the concrete floor.

The elevation of the knife edge was 48 meters.

U. S. 240, San Diego, Calif. (San Diego County, Max Steinberg, 1916).—Station is located at San Diego, at the post office at F and Union Streets, in the northeast corner of the passage leading from the boiler room to the extreme northeast room of the basement, near the door to the latter room. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 7 meters.

U. S. 241, Oceanside, Calif. (San Diego County, Max Steinberg, 1916).—Station is located at Oceanside, at the Carlsbad Union High School, a one-story concrete building on Horn and First Streets, in the west corner of the boiler room in the basement. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 39 meters.

U. S. 242, Highland, Calif. (San Bernardino County, Max Steinberg, 1916).—Station is located at Highlands, at the Highland Congregational Church situated on a corner of the second street south of the Topeka & Santa Fe Railroad tracks, in the center of the small furnace room on the east side of the basement. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 393 meters.

U. S. 243, Pomona, Calif. (Los Angeles County, Max Steinberg, 1916; R. W. Woodworth, 1939).—Station is located at Pomona, at the city hall on Fifth Street between Maine and Thomas Streets, in the furnace room in the southwest corner. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 260 meters.

In 1939 station was recovered as described.

The elevation of the basement floor was 844.8 feet, based on U.S.C.&G.S. B.M. S 36 1923.

U. S. 244, Long Beach, Calif. (Los Angeles County, Max Steinberg, 1916).—Station is located at Long Beach, at the post office on Pine Avenue between Fifth and Sixth Streets, in the southeast corner of the northeast basement room. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 8 meters.

U. S. 245, Redondo Beach, Calif. (Los Angeles County, Max Steinberg, 1916).—Station is located at Redondo Beach, at the Union High School on Elena Avenue between Diamond and Vincent Streets, in a small room under the main stairway of the north wing. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 23 meters.

U. S. 246, Burbank, Calif. (Los Angeles County, Max Steinberg, 1916).—Station is located at Burbank, at the Union High School at Second and Cypress Streets, in the cellar, in the small room adjacent to the southeast side of the furnace. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 187 meters.

U. S. 247, Palmdale, Calif. (Los Angeles County, Max Steinberg, 1916).—Station is located at Palmdale, in C. C. Moore's general store, at Atlantic Avenue and Main Street, about 200 feet east-southeast of the Southern Pacific Co. railroad station, in the small cellar under the southeast corner. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 808 meters.

U. S. 248, Mojave, Calif. (Kern County, Max Steinberg, 1916).—Station is located at Mojave, at J and Inyo Streets, 100 feet east of the north end of the Southern Pacific Co. railroad station, in the basement of A. Asher's general store. The receiver was mounted on a brick pier with a brick under each footplate cemented to the pier.

The elevation of the knife edge was 838 meters.

U. S. 249, Maricopa, Calif. (Kern County, Max Steinberg, 1916).—Station is located at Maricopa, at the Bank of Maricopa on Main Street opposite the end of Kern Street, in the basement, one meter from the east wall, and one meter from the north side of the vault support. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 257 meters.

U. S. 250, Ventura, Calif. (Ventura County, Max Steinberg, 1916).—Station is located at Ventura, at the county courthouse on Poli Street at the dead end of California Street, in the northeast corner of the basement. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 24 meters.

U. S. 251, Concepcion, Calif. (Santa Barbara County, Max Steinberg, 1916).—Station is located about one mile west of Concepcion, at the Point Concepcion Light Station, in the basement under the northwest end of the lightkeeper's residence on the highest point. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 65 meters.

U. S. 252, Avila, Calif. (San Luis Obispo County, Max Steinberg, 1916).—Station is located at Avila, on Front Street, one block east of San Luis Street, in the north end of the cellar of the house occupied by Charles Stuart. The house is on a slope, and although the south end of cellar floor is flush with the ground the north end is 10 feet below the surface of the ground. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 13 meters.

U. S. 253, San Lucas, Calif. (Monterey County, Max Steinberg, 1916).—Station is located at San Lucas, at the Pleasant View Hotel, opposite the Southern Pacific Co. railroad station, in the south end of the basement. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 122 meters.

U. S. 254, Monterey, Calif. (Monterey County, Max Steinberg, 1916).—Station is located at Monterey, in the volunteer firehouse on Main Street south of Franklin Street, in the south side of the small sub-basement which was cut out of solid rock. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 6 meters.

U. S. 255, Hollister, Calif. (San Benito County, Max Steinberg, 1916).—Station is located at Hollister, in the Hall of Records Building of San Benito County between Fourth and Fifth Streets, in the vault in the basement on the Winn Alley side. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 88 meters.

U. S. 256, Palo Alto, Calif. (Santa Clara County, Max Steinberg, 1916).—Station is located at Palo Alto, at the post office at Emerson Street and Hamilton Avenue, in the north corner of the basement. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 15 meters.

U. S. 257, San Gregorio, Calif. (San Mateo County, Max Steinberg, 1916).—Station is located at San Gregorio, about 400 feet west of the San Gregorio Hotel and the county road, in northwest end of a room of the hotel pump house, a small two-story building surmounted by a tank and windmill. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 16 meters.

U. S. 258, Point Reyes Station, Calif. (Marin County, Max Steinberg, 1916).—Station is located at Point Reyes Station, on Second Street, ½ block southwest of the Northwestern Pacific Railroad tracks, in the Grandi Co. Building, in the south end of the basement. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 8 meters.

U. S. 259, Duncans Mills, Calif. (Sonoma County, Max Steinberg, 1916).—Station is located at Duncans Mills, about 1,000 feet west of the Russian River, about 500 feet northwest of the railroad wye at the Main Street crossing of the Northwestern Pacific Railroad, in the southwest corner of the garage belonging to Dr. Raynes of the Orchard Hotel. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 7 meters.

U. S. 260, Clarksburg, W. Va. (Harrison County, Max Steinberg, 1917).—Station is located at Clarksburg, at the post office at the corner of Pike and South Third Streets, in the basement, in the center of the small room underneath the stairway leading from the north entrance to the basement. The receiver was mounted with a brick under each footplate cemented to the brick floor.

The elevation of the knife edge was 1,004 feet, based on the elevation of a U. S. Geological Survey bench mark in the wall of the northwest corner of the post office, near the north steps.

U. S. 261, Rowlesburg, W. Va. (Preston County, Max Steinberg, 1917).—Station is located at Rowlesburg, at the high school, on the south side of River Street, east of Buffalo Street, in the northwest corner of the physics laboratory, the northeast room in the basement. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 1,381 feet.

U. S. 262, Terra Alta, W. Va. (Preston County, Max Steinberg, 1917).—Station is located at Terra Alta, in the brick grammar school on State Street northwest of West Street, near the foot of the stairway leading from the main entrance to the boys' toilet in basement. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 790 meters.

U. S. 263, Corinth, W. Va. (Preston County, Max Steinberg, 1917).—Station is located at Corinth, about 250 feet south of the Baltimore & Ohio Railroad tracks, 700 feet northwest of the depot, in the cellar of S. K. Elsey's residence. The receiver was mounted with a brick under each footplate cemented to the top of a brick pier.

The elevation of the knife edge was 2,454 feet, based on the elevation of the tracks (abandoned in 1912) in front of the former railroad station.

U. S. 264, Kitzmiller, Md. (Garrett County, Max Steinberg, 1917).—Station is located at Kitzmiller, at the Methodist Church, in the west corner of the basement. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 493 meters.

U. S. 265, Pennington, N. J. (Mercer County, Max Steinberg, 1917).—Station is located at Pennington, at the residence of Mrs. M. E. Knowles at 124 North Main Street, in a small room in the northeast corner of the cellar. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 56 meters.

U. S. 266, Glen Ridge, N. J. (Essex County, Max Steinberg, 1917).—Station is located at Glen Ridge, at the high school, on the south or Bloomfield Avenue side of the basement, in the center of the room, just south

of the boys' toilet. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 58 meters.

U. S. 267, Plainsboro, N. J. (Middlesex County, Max Steinberg, 1917).—Station is located at Plainsboro, in the residence of Louis B. Okeson, immediately west of the Okeson Garage, in the center of the south room of the cellar. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 26 meters.

U. S. 268, Hartford, Conn. (Hartford County, Max Steinberg, 1917; H. E. McConnell, 1934).—This station is located at Hartford, in Jarvis Laboratory of Trinity College, in the room in the basement immediately west of the Public Utilities Commission room. The receiver was mounted on the north one of two similar brick piers which are capped with massive flat stones. A brick was placed under each footplate and cemented to the top of the pier.

The elevation of the knife edge was 37 meters.

In 1934, station was recovered as described. Jarvis Laboratory is 200 yards east of Summit Street about 2 blocks south of a cemetery lying south of Park Avenue. The two brick piers mentioned above are concreted over flush with the floor. The station is on the north one of the two piers. It is 10 feet north of the south wall of the building, due north of the center of the south basement entrance and due east of two brick piers extending up through the next floor into the physics office.

U. S. 269, Hill City, S. Dak. (Pennington County, E. W. Eickelberg, 1919; A. J. Hoskinson, 1932).—Station is located at Hill City, in the town jail (a brick building, 12 feet square), about 550 feet south of the Chicago, Burlington & Quincy Railroad station. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 4,981 feet.

In 1932, station was recovered as described. The 1932 station was 12 feet due north of the 1919 station and at the same elevation. Receiver was set in hole in ground (loamy soil) filled with plaster of paris.

U. S. 270, Newcastle, Wyo. (Weston County, E. W. Eickelberg, 1919).—Station is located at Newcastle, at the county courthouse, in the basement, in the hallway between the county agriculture agent's room and coal room. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 4,356 feet.

U. S. 271, Bridgeport, Nebr. (Morrill County, E. W. Eickelberg, 1919; G. R. Shelton, 1948).—Station is located at Bridgeport, in the northeast corner of the post office. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 3,656 feet.

In 1948, station was recovered as described except that the building is now a hardware and furniture store owned by L. B. Wirber. The 1948 station is 55.7 feet south and 60.7 feet east of the northeast corner of the building.

The elevation of the knife edges (1948) was 3,665.8 feet by trigonometric leveling.

The elevation of the knife edge (1919) as determined in 1948 was 3,666 feet.

U. S. 272, Buford, Wyo. (Albany County, E. W. Eickelberg, 1919).—Station is located at Buford, in the northwest corner of the cellar of the residence of C. H. Sargent, maintainer on the local section of the Union Pacific Railroad. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 7,860 feet.

U. S. 273, Boulder, Colo. (Boulder County, E. W. Eickelberg, 1919).—Station is located at Boulder, at the Mountain States Telegraph and Telephone Co. building, in the northwest corner of the south basement room. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 1,630 meters.

U. S. 274, Lafayette, Colo. (Boulder County, E. W. Eickelberg, 1919).—Station is located at Lafayette, at the Baptist church at Cleveland Street and Roosevelt Avenue, in the southwest corner of the basement. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 1,595 meters.

U. S. 275, Brighton, Colo. (Adams County, E. W. Eickelberg, 1919).—Station is located at Brighton, in the basement under the northeast corner of the building. (Name of building is not stated in description.) The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 1,511 meters.

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U. S. 276, Idaho Springs, Colo. (Clear Creek County, E. W. Eickelberg, 1919).—Station is located at Idaho Springs, in the Manual Training Building, at Colorado Avenue and Fourteenth Street, in the northeast corner of a small room in the basement, just south of the stairway. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was 2,303 meters.

U. S. 277, Fort Morgan, Ala. (Baldwin County. G. D. Cowie, 1921).—Station is located at Fort Morgan, in the southwest corner of the powder magazine, just west of the west gun of Battery Duportail, and south of the ammunition hoist. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of knife edge was about 2 meters.

U. S. 278, Chandeleur Island, La. (Plaquemines Parish, G. D. Cowie, 1921).—Station is located on Chandeleur Island, about 70 meters south of the lighthouse, in the boathouse of the U. S. Lighthouse Engineers at Chandeleur Light Station. The boathouse is supported on piles which are in water at high tide. The receiver was mounted with a brick under each footplate cemented to the wooden floor.

The elevation of the knife edge was about 2 meters.

U. S. 279, Port Eads, La. (Plaquemines Parish, G. D. Cowie, 1921).—Station is located at Port Eads, on the fill back of the first quarters up the river from the power plant, and about 300 feet from the river. The receiver was mounted in the longitude observing tent on a pile, the southwest one of four used as anchors for the wireless pole, which is about 150 feet to the eastward.

The elevation of the knife edge was about 2 meters. It is 2 feet above the surrounding flat ground.

U. S. 280, Burrwood, La. (Plaquemines Parish, G. D. Cowie, 1921).—Station is located at Burrwood, in the middle of a small field south of the water tank, and 55 feet southeast of a bunkhouse. The receiver was mounted on an aluminum tripod partly embedded in the ground.

The elevation of the knife edge was about 2 meters.

U. S. 281, Fort St. Philip, La. (Plaquemines Parish, G. D. Cowie, 1921).—Station is located at Fort St. Philip, about 150 feet northwest of the end of the trestle leading to the dock, in a magazine, near the southwest one of two small gun positions, the farthest west of all the gun positions at the fort. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was about 2 meters.

U. S. 282, Pointe a la Hache, La. (Plaquemines Parish, G. D. Cowie, 1921).—Station is located at Pointe a la Hache, at the parish jail (a brick building at the rear of the courthouse), about 250 feet from the levee, in the southeast corner of the lower northwest cell. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was about 2 meters.

U. S. 283, Timbalier Island, La. (Lafourche Parish, G. D. Cowie, 1921).—Station is located on Timbalier Island, in the southeast corner of the west room of the main dwelling house of the dismantled 1906 light station at the east end of the island. The solidly built house is supported on posts and has heavy plank floors. The receiver was mounted with a brick under each footplate cemented to the wooden floor.

The elevation of the knife edge was 5½ feet.

U. S. 284, Morgan City, La. (Saint Mary Parish, G. D. Cowie, 1921; C. I. Aslakson, 1936).—Station is located at Morgan City, at the city hall, in the small room between the office of the city engineer and the sleeping quarters of the firemen. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was about 2 meters, based on the mean water level of the Atchafalaya River. The surrounding ground was 1½ feet below the knife edge.

In 1936, station was recovered as described, except that point occupied in 1921 could not be reoccupied since the interior of the city hall had been altered.

U. S. 284A, Morgan City, La. (Saint Mary Parish, C. I. Aslakson, 1936).—Station is on a portion of the lawn on the south side of the city hall and west of the municipal water tank. It is 156½ feet S. 53° W. (magnetic) from the municipal water tank, 33½ feet south of the southwest corner of the brick city hall, and 39 feet east of the east curb of First Street, across First Street from the post office and about a block north of the Southern Pacific Co. railroad depot which is at the end of First Street.

The receiver was mounted in gauging plaster in holes dug in the lawn.

The elevation of the knife edge was about 2 meters.

U. S. 285, Sabine, Tex. (Jefferson County, G. D. Cowie, 1921).—Station is located at Sabine, in an open field about 40 meters due east of the northeast corner of the Southern Pacific Co. Railroad Station. The receiver was mounted on an aluminum tripod set on large stones sunk 1½ feet in the ground.

The elevation of the knife edge was 11 feet. The knife edge was 3 feet above the surface of the ground.

U. S. 286, Beaumont, Tex. (Jefferson County, G. D. Cowie, 1921; C. I. Aslakson, 1936).—Station is located at Beaumont, at the post office at Liberty Avenue and Pearl Street, in a small alcove in the basement between the boiler room and the rest room at the north corner of the basement. The receiver was mounted with a brick under each footplate cemented to the concrete floor.

The elevation of the knife edge was about 20 feet and it was about level with the surrounding land.

In 1936, station was recovered as described.

Station of 1936 is located in the old post office building, 15 feet east of and at the same elevation as the point occupied in 1921, in the north corner of the basement, 25 feet southwest of the northeast side, and 18 feet southeast of the northwest side of the building.

The elevation of knife edge was 18 feet.

U. S. 296, Wilkins Well, Kans. (Dickinson County, F. E. Joekel, 1922; R. W. Woodworth, 1938).—Station was located about 15 miles northwest of Junction City, in the NE ¼ sec. 26, T. 11 S., R. 3 E., at an abandoned oil well of the same name, in a cultivated field owned by Mr. Wilkins of Upland, about 200 feet east of the road from Sutphen Mill toward Clay Center, ¼ mile northeast of Swartz's farm and ¼ mile southeast of Jones' farm. The receiver was mounted in a tent on a 12- by 14-inch oak beam 12 feet long solidly embedded in the earth.

The elevation of the knife edge was 355 meters. The knife edge was about 2 feet above the ground.

In 1938 station was recovered as described.

The 1938 station is located 1.75 miles north of Sutphen Mill, on the Wilkins farm in the NE ¼ sec. 26, T. 11 S., R. 3 E., 0.27 mile southeast of the Schraub farmhouse, 0.26 mile north of the junction of the north-south and east-west half-section line roads, 28 feet east of the center line of the north-south road, and 16 feet north of the prolongation of the hedge line on the west side of the road. It is 21 feet S. 5° E. of the gravity mark.

The mark is a standard gravity mark stamped "WILKINS WELL 1938" and is set in the top of a concrete post flush with the surface of the ground.

The abandoned oil well is 250 feet N. 35° E. of the mark.

The elevation of the ground at the oil well is 1,191.4 feet.

U. S. 297, Zeandale, Kans. (Riley County, F. E. Joekel, 1922; R. W. Woodworth, 1938).—Station is located at Zeandale, ⅛ mile north of Bard Well, in T. 10 S., R. 9 E., in the schoolhouse, in the northeast anteroom. The receiver was mounted on the wooden floor.

The elevation of the knife edge was 1,024 feet, based on the elevation of the base of rail near the Rock Island Railway depot. The knife edge was 4 feet above the surface of the surrounding ground.

In 1938, station was recovered as described. It is 1,000 feet S. 30° W. of the gravity mark stamped "ZEANDALE 1938." See description of station U. S. 975.

The elevation of the knife edge for the 1922 station, based on a line of levels (1938) from B.M. A–29–10–9–E, is 1,016 feet.

U. S. 298, Doyle Well, Kans. (Pottawatomie County, F. E. Joekel, 1922; R. W. Woodworth, 1938).—Station is located 1.5 miles from St. Marys, across the road from the Doyle farmhouse, in Doyle's pasture, 150 feet south of Doyle's well which was drilled by J. J. Crawford, Toronto, Ohio, who furnished the elevations. The receiver was mounted on a concrete pier marked "Gravity station 1922, U.S.C.&G.S.," set flush with the ground.

The elevation of the knife edge was 900 feet. The knife edge was 2 feet above the ground.

In 1938, station was recovered as described. The pier had been moved several feet according to Mr. Doyle.

The 1938 station is located also on the property of J. A. Doyle, near a corner fence post on the west side of a lane which runs north from the main road, on the north side of the first road (former U. S. Highway 40) north of the railroad, 460 feet N. 25° E. from center line of the road, 533 feet N. 35° E. from the northeast corner of the stone barn on the south side of the road, 65 feet S. 45° E. from the old oil well shaft, and 7 feet west from the center line of the lane.

The mark is a standard gravity mark stamped "DOYLE WELL 1922–1938" and is set flush in the top of a concrete post. The elevation of the mark, as determined in 1938, is 967 feet.

The 1938 station is 48 feet N. 45° W. from the mark. The elevation of the 1938 station is 965 feet.

The 1922 station is 60 feet to the southward of the mark. Elevation of the 1922 station is 968 feet as determined in 1938.

U. S. 299, Seneca Well, Kans. (Nemaha County, F. E. Joekel, 1922; R. W. Woodworth, 1938).—Station is located at the northeast edge of Seneca, across the road from Mr. Voss's residence, about 50 feet north of old well casing, and about 71 feet northeast of barbed wire fence corner. The receiver was mounted in a tent on an aluminum tripod partly embedded in the ground.

The elevation of the knife edge was 1,153 feet, based on the elevation of the rail at the depot.

In 1938 station was recovered as described. The 1922 station is located 1.45 miles S. 10° E. from gravity station U. S. 974, Seneca 1938 (see description thereof). The elevation of the station site had been changed due to widening of the road. The elevation of the 1922 station was 1,111.8 feet, based on the elevation of bench mark N 109.

U. S. 300, Wapanucka, Okla. (Johnston County, F. E. Joekel, 1922; R. W. Woodworth, 1938).—Station is located at Wapanucka, in the northwest corner of a square occupied by the buildings of an abandoned lumber yard, between the office building on the north side of the square and the shed on the west side, just across the street from the Harris Hotel. The receiver was mounted in a tent on an aluminum tripod partly embedded in the ground.

The elevation of the knife edge was 664 feet, based on railroad information. The knife edge was 4 feet above the surrounding ground.

In 1938, station was recovered as described, accurately within 30 feet. The building mentioned had been removed.

The 1938 station is located in Wapanucka, 214 feet west of the center line of Choctaw Avenue, 336 feet south of the center line of the first street south from Main Street, and 339 feet N. 65° E. from the southeast corner of the Wapanucka Oil & Milling Co. brick building near a fence corner.

The mark is a standard gravity mark stamped "WAPANUCKA 1922–38" and is set flush in the top of a concrete post projecting 3 inches above the ground.

The 1938 station is 69 feet N. 20° E. of the mark.

The probable site of the 1922 station is located 307 feet N. 35° W. from the mark. This location is accurate within 30 feet.

The elevation of the mark is 633.5 feet.

The elevation of the 1938 station is 633.8 feet.

The elevation of the ground for the 1922 station is 632 feet.

U. S. 301, Troy, Okla. (Johnston County, F. E. Joekel, 1922; R. W. Woodworth, 1938).—Station is located at Troy, on the east side of the railroad track, just south of the main road crossing, in an abandoned gin. The receiver was mounted on oak beams, 14 inches square, which form the base of the gin press.

The elevation of the knife edge was 922 feet, based on railroad information. The knife edge was 4 feet above the surface of the surrounding ground.

In 1938, the station was recovered as described. The 14-inch beams had disappeared, but the concrete piers on which they were probably mounted were found. The 1938 station is located in the SE ¼ sec. 4, T. 3 S., R. 5 E., on the west side of the St. Louis-San Francisco Railway tracks, just south of milepost 585–25, 198.5 feet S. 15° E. from southwest corner of the railroad toolhouse, 43.5 feet S. 70° W. from the center line of the railroad tracks, and 350 feet S. 10° E. from the intersection of the railroad and the road which marks the east-west half-section line.

The mark is a standard gravity mark stamped "TROY 1922–38" and is set in top of concrete post projecting 6 inches above ground.

The 1938 station is 110 feet N. 65° W. from the mark.

The piers on which the 14-inch beams mentioned above probably rested are located 1,070 feet N. 20° W. from mark.

The elevation of mark is 926.4 feet.

The elevation of 1938 station is 926.5 feet.

The elevation of the concrete piers, mentioned in the recovery note, is 938 feet.

U. S. 302, Idle Wilde, Okla. (Carter County, F. E. Joekel, 1922; R. W. Woodworth, 1939).—Station is located about four miles north of Ardmore, in sec. 8, T. 4 S., R. 2 E., at the Idle Wilde Dairy, in the basement of E. J. Cruce's residence. The receiver was mounted on an aluminum tripod partly embedded in the ground.

The elevation of the knife edge was 855 feet, 4 feet below the surface of the surrounding ground.

In 1939, station was recovered as described, except that J. A. Taylor now owns the property and the basement now has a concrete floor.

The 1939 station is located approximately 3 miles north of Ardmore, on the land of J. A. Taylor, in the SW ¼ sec. 8, T. 4 S., R. 2 E. It is 227 feet S. 10° E. of the southwest corner of Mr. Taylor's red brick house, 599 feet east of the center line of the road on the west side of section 8, and 46 feet N. 40° W. of the center line of the driveway going north to Mr. Taylor's house.

The mark is a standard gravity mark stamped "IDLE WILDE 1922–38" and is set flush in the top of a concrete post projecting 2 inches above the ground.

The 1939 station is 95 feet N. 65° E. of the mark.

The 1922 station is 260 feet north of the mark.

The elevation of the mark is 827.5 feet. The elevation of the concrete floor of Mr. Taylor's house is 833 feet. The elevation of the 1939 station is 828.1 feet. These elevations were obtained in 1939 from the best available data.

U. S. 303, Lowery, Okla. (Carter County, F. E. Joekel, 1922; R. W. Woodworth, 1939).—Station is located in the SE ¼ sec. 4, T. 4 S., R. 3 W., 150 feet west of the Pure Oil Co. pump house, 100 feet northeast of Lowery Well No. 29 (abandoned), and 75 feet from Well No. 30. The receiver was mounted in a tent on an aluminum tripod partly embedded in the ground.

The elevation of the knife edge was 967 feet, based on the Roxana Petroleum Co. geological map.

In 1939, station was recovered as described except that the exact point could not be found. The given distance and directions showed a discrepancy of about 20 feet.

The 1939 station is also located in the SE ¼ sec. 4, T. 4 S., R. 3 W., 1 mile west of Healdton, on the Lowery lease of the Pure Oil Co., 0.2 mile north of the center line of the road on the south side of section 4, and 390 feet west of the center line of the road on the east side of the same section. It is 902 feet east of the northeast corner of the powerhouse, 253 feet S. 70° W. of the casing of Well No. 15, and 123 feet S. 75° E. of Well No. 16.

The mark is a standard gravity mark stamped "LOWERY 1922–38" and is set flush in the top of a concrete post.

The 1939 station is 116 feet N. 5° E. of the mark. The 1922 station is 1,140 feet west of the mark.

The elevation of the mark is 960 feet. The elevation of the knife edge of the 1939 station was 959 feet. The elevation of the 1922 station was about 959 feet. These elevations depend indirectly on the best available U. S. Geological Survey data.

U. S. 304, Carter, Okla. (Carter County, F. E. Joekel, 1922; C. I. Aslakson, 1936; R. W. Woodworth, 1939).—Station is located 3 miles south of Dundee, in the SE ¼ sec. 19, T. 4 S., R. 3 W., on the Carter Oil Co. tank farm, 150 feet northeast of the farm manager's house, about 50 feet from the center line of the road, and 25 feet from the fire wall of the tank farm. The receiver was mounted in a tent on an aluminum tripod partly embedded in the ground.

The elevation of the knife edge was 281 meters.

In 1936, the station was recovered as described. The land is now owned by J. B. Knight who lives in the house called the farm manager's house in 1922 description.

The mark is a standard gravity mark set flush in a concrete post, one foot west of the west right-of-way fence, 18 feet west of the center line of the north-south section-line road, and 150 feet north of the east-west section-line road.

The 1936 station was 30 feet west of the mark.

The 1922 station was about 95 feet S. 60° E. of the mark.

In 1939, the station of 1922 was recovered as described. It is 534 feet S. 50° W. of the mark stamped "CARTER 1922–38" but no attempt was made to locate the 1936 station or mark. The elevation of the ground for the 1922 station is 918 feet.

U. S. 304A, Carter, Okla. (Carter County, R. W. Woodworth, 1939).—Station is located 2.5 miles northeast of Ringling, 1.0 mile north of U. S. Highway 70, in the SW ¼ sec. 20, T. 4 S., R. 3 W., on F. Smalley's property, formerly the tank farm of the Carter Oil Co., 478 feet east of the center line of the west boundary road of section 20, 463 feet north of the center line of the south boundary road of section 20, and 67 feet south of the center line of the road running northeast from the intersection of the roads.

The mark is a standard gravity mark stamped "CARTER 1922–38" and is set flush in the top of a concrete post projecting 2 inches above the ground.

The station was 16 feet N. 75° E. of the mark.

The mark set in 1936 is about 575 feet S. 59° W. of the mark set in 1939 (by computation). The elevation of the mark (1939) is 920.9 feet. The elevation of U. S. 304A is 920.7 feet.

U. S. 305, Busby, Okla. (Carter County, F. E. Joekel, 1922; C. I. Aslakson, 1936).—Station is located in the SW ¼ sec. 9, T. 3 S., R. 3 W., on land owned by Mollie C. Busby, 200 feet northwest of her home, in a corner of a barbed wire fence just outside of the garden. The receiver was mounted in a tent on an aluminum tripod partly embedded in the ground.

The elevation of the knife edge was 327 meters.

In 1936, the station was recovered as described, except the house has burned down and an 8-foot hedge surrounds its former site. The only building on the place is the ruin of a small log shed.

The 1936 station is located on the section line between sections 8 and 9, T. 3 S., R. 3 W., 300 yards north of U. S. Highway 70 which is the southern edge of sections 8 and 9. Land is now owned by a bank corporation. There is no road between sections 8 and 9.

The mark, a standard gravity mark set in a concrete marker protruding 4 inches above ground, is in the west section-line road fence.

The 1936 station is 12 feet east of mark, and the ruined log shed mentioned above is about 200 feet east by north of the station.

The elevation of the knife edge was 327 meters.

U. S. 306, Saline No. 1, Tex. (Van Zandt County, F. E. Joekel, 1922; R. W. Woodworth, 1939).—Station is located about ¾ mile south of Grand Saline, on the left side of the road in a pasture owned by W. P. Robertson, about 400 feet from the road, 600 feet northeast of a white house on the road, and 75 feet south of a barbed wire fence, near the bank of a small run. The receiver was mounted on an aluminum tripod partly embedded in the ground.

The elevation of knife edge was 367 feet.

In 1939, station was recovered as described. It is 320 feet N. 70° E. of the mark, a standard gravity mark stamped "SALINE NO. 1—1922–1939" and set in the top of a concrete post, located on the east side of the road from Grand Saline to Van, in the above-mentioned pasture, now the property of the Morton Salt Co., 0.6 mile south of the crossing of the Texas & Pacific Railroad mainline tracks, 52 feet N. 80° E. from the center line of the road, 177 feet S. 20° E. from the center of the east wall of the second culvert south of town, and 120 feet S. 10° E. of a drainage ditch.

The 1939 station was 256 feet S. 85° E. of the mark and 4.1 feet below it.

The elevation of the knife edge was 365 feet. The elevation of the mark was 369 feet.

U. S. 307, Saline No. 2, Tex. (Van Zandt County, F. E. Joekel, 1922; C. I. Aslakson, 1936).—Station is located 2¾ miles east of Grand Saline, on the road to Mineola, on a well-defined hill back of a farmhouse and barn owned by W. P. Robertson of Grand Saline and rented by Mr. Moseley, about 50 feet north of the northeast corner of a cow lot, and 15 feet northwest of a big oak tree. The receiver was mounted on an aluminum tripod partly embedded in the ground.

The elevation of the knife edge was 403 feet. The knife edge was 3 feet above the surface of the ground.

In 1936 station was recovered as described. The above-mentioned road is the old highway to Mineola and is 1 mile south of the present paved highway. The mark is a standard gravity mark stamped "GRAVITY STATION 307, 1922–1936" and was set in a concrete post, near a north-south fence about 12 feet north of the big oak tree mentioned above, almost due north of Mr. Robertson's farmhouse, and about ½ mile south of the railroad.

The 1936 station was 33 feet due west of the station mark.

The elevation of the knife edge was 406 feet.

U. S. 308, Saline No. 3, Tex. (Van Zandt County, F. E. Joekel, 1922; R. W. Woodworth, 1939).—Station is located about 2½ miles directly west of gravity station U. S. 306, Saline No. 1. From Grand Saline, follow Terrell Road westward as far as the 2-mile sign, turn left, cross railroad and proceed south about ¾ mile, then turn right and follow road about ½ mile to farmhouse on left. Station is about 600 feet east of the house and near the bank of a small run in a pasture east of a cotton field. The receiver was mounted on an aluminum tripod partly embedded in the ground.

The elevation of knife edge was 466 feet.

In 1939, station was recovered as described. The mark is a standard gravity mark stamped "SALINE NO. 3, 1922–1939" and was set in the top of a concrete post 820 feet S. 65° E. of the station, near the northwest corner of Creagleville Cemetery, 46 feet S. 35° W. from the center line of the old Dallas-Shreveport road, 24 feet S. 75° W. from the center line prolonged of the Creagleville road, and 118 feet N. 25° W. from a prominent headstone bearing name of Arthur Wells.

The elevation of the mark is 468 feet.

The point occupied in 1939 is 120 feet S. 50° E. of the mark.

The elevation of knife edge was 469 feet.

U. S. 309, Taylor, Tex. (Williamson County, F. E. Joekel, 1922; R. W. Woodworth, 1939).—Station is located at Taylor, at the city hall, in the southwest corner of a basement room used as a washroom by the firemen, the second room from the basement entrance on the south. The receiver was mounted on the concrete floor.

In 1939, station was recovered as described except that the above-mentioned city hall has been replaced by a new building. Basement of old building was approximately 1 foot higher than that of new building.

The elevation of Taylor (1922) is 567 feet, based on bench mark F 196.

U. S. 310, Georgetown, Tex. (Williamson County, F. E. Joekel, 1922; C. I. Aslakson, 1937).—Station is located at Georgetown, in the Science Building of Southwestern University, in the southeast corner of the southeast corner room (radio laboratory). The receiver was mounted on the concrete floor.

The elevation of the knife edge is 756.8 feet. The knife edge was 7 feet above the surface of the ground immediately surrounding the building.

In 1937, station was recovered as described.

U. S. 311, Damon No. 1, Tex. (Fort Bend County, F. E. Joekel, 1922; A. J. Hoskinson, 1933).—Station is located at Bethel School (a country schoolhouse) in the east corner of the north quarter of section 116 of the H. and T. C. Survey, in the main schoolroom near center of northeast wall. The receiver was mounted on the floor.

In 1933, station was recovered as described except as noted below.

Schoolhouse has been destroyed. From the railroad crossing at southern edge of Damon (which is at north point of wye in railroad), go 0.08 mile N. 60° E. to intersection with State Highway 36, thence 0.66 mile N. 30° W. along highway to intersection with dirt road leading N. 30° E., thence 2.08 miles along dirt road to intersection with dirt road leading N. 60° W., thence 1.50 miles along this dirt road to site of old schoolhouse which was about 50 feet west of road. The 1933 station is 24 feet S. 30° W. of center line of road at point mentioned above.

The elevation of 1933 gravity station is 62 feet.

U. S. 312, Damon No. 2, Tex. (Brazoria County, F. E. Joekel, 1922; A. J. Hoskinson, 1933).—Station is located in barn shed on the Mulchay Place just back of the ranch house occupied by Mr. Rhoades. The receiver was mounted on an aluminum tripod partly embedded in the ground.

In 1933, station was recovered as described. To reach station, start from railroad crossing at north edge of Damon, and by dirt roads go 0.15 mile S. 30° W., 0.05 mile due east, 0.27 mile due south, 0.24 mile S. 35° E., and 0.26 mile N. 70° W. to farmhouse and station.

The elevation of station is 142 feet.

U. S. 313, Damon No. 3, Tex. (Brazoria County, F. E. Joekel, 1922; A. J. Hoskinson, 1933).—Station is located in a marshy pasture, about 1,000 feet directly south of the west corner of the 100-acre plot belonging to James Ptak. The receiver was mounted on an aluminum tripod partly embedded in the ground.

Elevation of knife edge was 62 feet.

In 1933, property lines existing in 1922 had been destroyed and exact location of station could not be identified. A new location was occupied, 0.50 mile S. 20° W. from Sinclair Prairie Oil Well No. 14. To reach station, go from railroad crossing at southern edge of Damon (north point of wye in railroad), 0.14 mile S. 60° W., 0.12 mile S. 80° W., 0.20 mile N. 10° W., 0.29 mile S. 80° W., 0.38 mile S. 30° W., 0.09 mile S. 45° W., 0.64 mile S. 25° W. to Sinclair Prairie Oil Well No. 14, and by winding trail to station.

Elevation of gravity station is 58 feet.

U. S. 314, Pasadena, Calif. (Los Angeles County, D. B. Pheley, 1924).—Station is located in Pasadena, in Norman Bridge Laboratory of Physics of the California Institute of Technology, in the older or 1920 wing, on a special floated pier near center of sub-basement room 02, top of pier being about 3.0 feet above floor level, and 10 feet below outside ground level.

Elevation of knife edge was about 750 feet.

U. S. 315, Mt. Wilson, Calif. (Los Angeles County, D. B. Pheley, 1924).—Station is located on Mt. Wilson, in a shelter about midway between powerhouse and the dome of the 10-inch telescope on south end of the easterly concrete pier used by Dr. A. A. Michelson in his velocity of light experiments, about 3 feet south, 10 feet west, and 3½ feet above station mark of triangulation station Michelson.

Elevation of station is 5,641 feet.

U. S. 316, Oberlin, Ohio (Lorain County, Professor L. W. Taylor, 1924).—Station is located at Oberlin University, at Peters Hall, in northwest room of basement, on south pier.

Elevation of knife edge was 813.76 feet.

U. S. 317, Raleigh, N. C. (Wake County, Professor J. B. Derieux, 1926).—Station is located at the North Carolina State College of Agriculture and Engineering, in basement of Holladay Hall, on concrete pier 178 feet southwest of monument marking north end of meridian line on college grounds, and 268 feet north-northwest of monument at south end of line. The north monument is 91 feet south of southwest corner of College Monument, and is 400 feet north of south monument.

Elevation of station is 410 feet.

U. S. 318, Searles, Calif. (Kern County, E. J. Brown, 1926).—Station is located about 1.75 miles northwest of railroad station of Southern Pacific Lines at Searles, west of track, and south of wagon road crossing track at first curve north of station, 5 feet southwest of longitude station, which is 132 feet south-southwest of bench mark M 48.

Elevation of gravity pier is 3,190 feet.

U. S. 319, Buffalo, N. Y. (Erie County, Professor E. J. Moore, 1925).—Station is located in Buffalo, in Science Hall at the University of Buffalo, in shop in south basement, 7⅓ feet from south wall, about 24 feet from west wall, 8½ feet from north wall, and on concrete pier 2 feet square by 3 feet high.

Elevation of knife edge was 687.47 feet.

U. S. 320, Miami, Fla. (Dade County, J. P. Lushene, 1930).—Station is located at Cocoanut Grove, Miami, on estate of Hugh M. Matheson, in main hall of servants quarters, the position being marked by a cross on the concrete floor.

Elevation of knife edge was 23.2 feet.

U. S. 321, Naval Research Laboratory, D. C. (Washington, D. C., J. P. Lushene, 1931; E. J. Brown, 1932).—Station is located at Belleview, D. C., in U. S. Naval Research Laboratory, in room No. 126, Dr. Hay's office and experiment room. In Lushene's occupation of the station, the apparatus was set 6 feet south of north wall, 17 inches east of building column on west side of room, and 4 feet north of center of door on west side of room. In Brown's occupation of the station, the apparatus was set in the center of the base chamber, about 1½ feet from south and east walls.

Elevation of knife edge was 23.16 feet by first-order leveling.

U. S. 321A, Southern Railway Building, D. C. (Washington, D. C., J. P. Lushene, 1930; A. D. Sollins, 1949).—Station is located in the Southern Railway Building, 119 D Street NE., on the south pier.

In 1949, the station was recovered, but the piers had been cut off at floor level, rectangular areas of rough concrete remaining visible.

The piers are located on the ground floor of the building, at the south end of a shedlike structure projecting eastward from the main building, in a small room now used as a trash room.

The piers are just west of the center line of the room and on a slightly raised part of the floor. The rectangular outlines are each 2½ feet long by 1⅔ feet wide, the south edge of the north pier being 2⅔ feet north of the north edge of the south pier.

Elevation of top of south pier was 63.8 feet.

U. S. 322, Gaithersburg, Md. (Montgomery County, E. J. Brown, 1932; R. W. Woodworth, 1938).—Station is located in the Latitude Observatory at Gaithersburg, on the pier.

In 1938, the pendulums were swung on the lawn, but observed gravity was reduced to the latitude pier.

The 1938 value was adopted.

Elevation of station is 511.8 feet.

U. S. 323, Quantico, Va. (Prince William County, A. J. Hoskinson, 1932).—Station is located in Quantico, on the Marine Corps Reservation. The station is 300 yards due east of the point where the Richmond, Fredericksburg & Potomac Railroad crosses Little Creek and about 500 yards southwest of the tip of Shipping Point. Station is in a vacant lot south of the horse corral, and is about 50 yards west and 30 yards south of the northeast corner of the lot.

Elevation of station is 39 feet by barometric leveling.

U. S. 324, Williamsburg, Va. (James City County, A. J. Hoskinson, 1932).—Station is located 2 miles east along State Highway 60 from Williamsburg, on land owned by Mr. Topping, 300 yards south of highway

at Topping Tourist Camp, in southeast corner of pasture, about 150 yards north of a small ravine which makes a semicircle about this corner of pasture, 15 feet north and 8 feet west of fence corner.

Elevation of station is 85 feet by barometric leveling.

U. S. 325, William and Mary, Va. ((James City County, A. J. Hoskinson, 1932; C. I. Aslakson, 1936).—Station is located in Williamsburg, at William and Mary College, in William Barton Rogers Hall (science building), in room No. 103, 3 feet from west wall, and 10 feet from south wall.

Elevation of station is 96 feet by barometric leveling.

U. S. 326, Hadensville, Va. (Goochland County, A. J. Hoskinson, 1932).—Station is located in Hadensville, 100 feet west of State Highway 41, 50 feet south and 6 feet west of general store and post office.

Elevation of station is 440 feet by barometric leveling.

U. S. 327, Afton, Va. (Albemarle County, A. J. Hoskinson, 1932).—Station is located 1.8 miles west along State Highway 39 from Afton, on top of divide, in cleared space north of highway, across highway from entrance gate of Swannanoa Country Club, 250 feet north of highway, and about 200 feet east of junction of the highway and a trail leading up mountain to north of station.

Elevation of station is 1,929 feet by barometric leveling.

U. S. 328, Churchville, Va. (Augusta County, A. J. Hoskinson, 1932).—Station is located about 1 mile north along State Highway 39 from Churchville, on property owned by Mr. H. T. Vaught, on top of highest hill on his land, in northeast corner of field 60 feet south of north fence, 60 feet west of east fence of field, just south of wooded pasture land, 150 feet southwest of a 25-foot depression in the land, 0.25 mile north of intersection of State Highways 39 and 17, and about 100 yards west of State Highway 39.

Elevation of station is 1,595 feet by barometric leveling.

U. S. 329, Monterey, Va. (Highland County, A. J. Hoskinson, 1932).—Station is located 4.0 miles east along State Highway 39 from Monterey, on Jack Mountain, near top of mountain south of highway, 0.8 mile from highway along dirt road leading up mountain, and in south edge of apple orchard.

Elevation of station is 3,493 feet by barometric leveling.

U. S. 330, Durbin, W. Va. (Pocahontas County, A. J. Hoskinson, 1932).—Station is located 5 miles northwest of Durbin along State Highway 56, on Shavers Mountain, on property of West Virginia Pulp & Paper Co. east of highway, near boundary line of Randolph and Pocahontas Counties, 270 feet east of the center line of the highway, and 15 feet south of county boundary line.

Elevation of station is 3,771 feet by barometric leveling.

U. S. 331, Beverly, W. Va. (Randolph County, A. J. Hoskinson, 1932).—Station is located 2.2 miles north of Beverly along State Highway 56, 0.2 mile south of Oak Grove Tourist Home and Tea Room, on east side of highway, on top of hill near old dwelling house which has been burned down, 20 feet south of south end of foundation of old building, and 10 feet west of east edge of foundation.

Elevation of station is 2,094 feet by barometric leveling.

U. S. 332, Pennsboro, W. Va. (Ritchie County, A. J. Hoskinson, 1932).—Station is located 4.8 miles west of Pennsboro along U. S. Highway 50, on top of hill north of highway, on property owned by Mr. S. M. Cunningham, ½ mile directly north from Baltimore & Ohio Railroad station at Lamberton, and 250 yards southeast of tower on transmission line.

Elevation of station is 1,007 feet by barometric leveling.

U. S. 333, Uniontown, Pa. (Fayette County, A. J. Hoskinson, 1932).—Station is located in North Union on U. S. Highway 40, 4 miles east of Uniontown, on top of divide east of city, along upper dirt road, 0.35 mile north of Summit Hotel, and about 0.05 mile from intersection of two dirt roads.

Elevation of station is 2,587 feet by barometric leveling.

U. S. 334, Summit Mills, Pa. (Somerset County, A. J. Hoskinson, 1932).—Station is located in Elklick, on Negro Mountain about 1 mile southwest of Negro Mountain Tower, in center of clearing south of road leading to fish hatchery, and about 200 yards west of intersection of road to Negro Mountain Tower and road to fish hatchery.

Elevation of station is 3,173 feet by barometric leveling.

U. S. 335, Berkeley Springs, W. Va. (Morgan County, A. J. Hoskinson, 1932).—Station is located on Mt. Cacapon, 3 miles southwest of Berkeley Springs along State Highway 29, 2.7 miles southwest of intersection

of State Highways 9 and 29, on property owned by Mr. J. W. Offott, Jr., 50 yards north of highway, and 10 yards west of woods road leading northward from highway.

Elevation of station is 917 feet by barometric leveling.

U. S. 336, Braddock Heights, Md. (Frederick County, A. J. Hoskinson, 1932).—Station is located north of Braddock Heights, on a ridge on the property of Miss Clair Keller, north of U. S. Highway 40 along a dirt road leading from the highway on top of hill in Braddock Heights, 60 feet south of north boundary of Keller property, and 94 yards east of the west boundary.

Elevation of station is 982 feet by barometric leveling.

U. S. 337, Commerce Building Base, D. C. (Washington, D. C., J. P. Lushene, 1932).—In Washington, D. C., on Constitution Avenue between Fourteenth and Fifteenth Streets NW., in the gravity room of the Commerce Building, on the west pier.

Elevation of pier is 0.7 foot.

U. S. 338, Geophysical Laboratory, D. C. (Washington, D. C., J. P. Lushene, 1932).—Station is located in Washington, D. C., at 2801 Upton Street NW., in basement of Geophysical Laboratory, on the gravity pier in southwest corner of room.

Elevation of pier is 289 feet.

U. S. 339, Mechum River, Va. (Albemarle County, A. J. Hoskinson, 1932).—Station is located on west bank of Mechum River, 100 yards north of west end of State Highway 39 bridge over Mechum River, 10 yards east of dirt road leading north from west end of bridge, and 70 yards south of mill.

In 1949, it was determined that the station was about 8½ miles west along U. S. Highway 250 (formerly State Highway 39) from Charlottesville.

Elevation of station is 494 feet by barometric leveling.

U. S. 340, Alexander City, Ala. (Tallapoosa County, A. J. Hoskinson, 1932).—Station is located in the fairgrounds in Alexander City, in grove of trees north of grandstand, at lowest point in grove.

Elevation of station is 682 feet by barometric leveling.

U. S. 341, Goodwater, Ala. (Coosa County, A. J. Hoskinson, 1932).—Station is located 2 miles southwest of Goodwater along U. S. Highway 241, thence south on dirt road ½ mile, in school yard, 75 yards southwest of school building.

Elevation of station is 926 feet by barometric leveling.

U. S. 342, Sylacauga, Ala. (Talladega County, A. J. Hoskinson, 1932).—Station is located just beyond city limits south of Sylacauga, 0.75 mile south of post office on the highway leading to Rockford, 30 yards east of small stream, and 30 yards north of road crossing stream.

Elevation of station is 577 feet by barometric leveling.

U. S. 343, Leeds, Ala. (Jefferson County, A. J. Hoskinson, 1932).—Station is located 1 mile southwest of Leeds along highway, in grove of trees north of highway, 30 feet southwest of a dirt road, and 100 yards from highway.

Elevation of station is 636 feet by barometric leveling.

U. S. 344, Calcis, Ala. (Shelby County, A. J. Hoskinson, 1932).—Station is located about ¾ mile west of Calcis, south of Central of Georgia Railway, south of new highway, on top of small hill, in grove of trees, and 200 yards east of a Negro church.

Elevation of station is 616 feet by barometric leveling.

U. S. 345, Childersburg, Ala. (Talladega County, A. J. Hoskinson, 1932).—Station is located 0.7 mile east of Childersburg along highway to Kymulga, just north of Southern Railway bridge over Tallaseehatchee River, on property owned by Mr. Russell, on west bank of river, 75 yards from west end of highway bridge, and 30 yards north of center line of highway.

Elevation of station is 401 feet by barometric leveling.

U. S. 346, Adamsville, Ala. (Jefferson County, A. J. Hoskinson, 1932).—Station is located in Adamsville, in school yard, 120 yards west of southwest corner of schoolhouse.

Elevation of station is 644 feet by barometric leveling.

U. S. 347, Dora, Ala. (Walker County, A. J. Hoskinson, 1932).—Station is located about 1 mile northeast of Dora on road to Summiton, in grove of trees 100 yards south of road, and 10 yards east of dirt road leading through the grove.

Elevation of station is 473 feet by barometric leveling.

U. S. 348, York, Ala. (Sumter County, A. J. Hoskinson, 1932).—Station is located 3.0 miles southwest of York along U. S. Highway 11, 100 yards northwest of highway, and 30 yards west of a dirt road leading northwest from highway.

Elevation of station is 231 feet by barometric leveling.

U. S. 349, Ward, Ala. (Sumter County, A. J. Hoskinson, 1932).—Station is located 1.8 miles southwest of Ward along a dirt road, in northwest corner of flat field (once cultivated), 300 yards west of road.

Elevation of station is 215 feet by barometric leveling.

U. S. 350, Edna, Ala. (Choctaw County, A. J. Hoskinson, 1932).—Station is located 1.2 miles southwest of Edna along road to Robjohn, on property owned by Dr. Robinson, near top of small wooded hill, and 180 yards south of highway.

Elevation of station is 157 feet by barometric leveling.

U. S. 351, Myrtlewood, Ala. (Marengo County, A. J. Hoskinson, 1932).—Station is located 2.8 miles southwest of Myrtlewood along road to Nanafalia, on top of small hill, and 150 yards west of road.

Elevation of station is 166 feet by barometric leveling.

U. S. 352, Octagon, Ala. (Marengo County, A. J. Hoskinson, 1932).—Station is located 1.2 miles southwest of Octagon along Magnolia to Arlington road, 100 feet north of road, and on a small point which is circled by a small stream on north and west sides.

Elevation of station is 275 feet by barometric leveling.

U. S. 353, Magnolia, Ala. (Marengo County, A. J. Hoskinson, 1932).—Station is located 0.4 mile southwest of Magnolia along road leading to railroad station of Frisco Lines, 850 yards west of road, in grove of trees, and 30 feet north of woods road leading into grove.

Elevation of station is 313 feet by barometric leveling.

U. S. 354, Arlington, Ala. (Wilcox County, A. J. Hoskinson, 1932).—Station is located 0.5 mile east of Arlington along road to Kimbrough, in wooded patch 300 yards north of highway, and 50 feet west of a dirt road leading north from highway.

Elevation of station is 152 feet by barometric leveling.

U. S. 355, Yellow Bluff, Ala. (Wilcox County, A. J. Hoskinson, 1932).—Station is located about 3.0 miles northeast of Yellow Bluff along Pine Hill to Camden road, 0.8 mile east of crossing of Pine Hill to Camden road and railroad tracks of the Frisco Lines at mile post No. 779½ (which is 5⅓ miles south of junction of Southern Railway and Alabama, Florida & Gulf Railway at Kimbrough), 45 yards south of road, in a low wooded spot.

Elevation of station is 91 feet by barometric leveling.

U. S. 356, Capell, Ala. (Wilcox County, A. J. Hoskinson, 1932).—Station is located 0.7 mile north of Capell along State Highway 11, 200 feet west of highway, and at south end of top of hill.

Elevation of station is 218 feet by barometric leveling.

U. S. 357, Boxelder, S. Dak. (Pennington County, A. J. Hoskinson, 1932).—Station is located in Boxelder, 60 feet north of U. S. Highway 16, at a cross road 650 feet west of Chicago & North Western Railway station in Boxelder, 30 feet north of fence corner, 4 feet west of fence line, 30 feet east of center line of cross road.

Elevation of station is 3,005 feet by barometric leveling.

U. S. 358, Rapid City, S. Dak. (Pennington County, A. J. Hoskinson, 1932).—Station is located 2½ miles northwest of Rapid City on U. S. Highway 16, in northeast corner of municipal golf course, 40 feet south of center line of highway, 90 feet north of caddyhouse, and 30 feet east of driveway entering golf course.

Elevation of station is 3,395 feet by barometric leveling.

U. S. 359, Pactola, S. Dak. (Pennington County, A. J. Hoskinson, 1932).—Station is located in Pactola, in western end of public camp grounds, 8 yards east of east end of small plateau about 3 feet high, 266 yards east of east side of store in Pactola, 39 yards south of center line of U. S. Highway 85, and 31 yards west of camp well.

Elevation of station is 4,495 feet by barometric leveling.

U. S. 360, Tigerville, S. Dak. (Pennington County, A. J. Hoskinson, 1932).—Station is located 3.4 miles from Tigerville along road to Gillette and Prairie, at a right-angle road intersection near McEachron Ranch house, 60 feet south and 60 feet west of the center of road intersection.

Elevation of station is 5,840 feet by barometric leveling.

U. S. 361, Smith Ranch, S. Dak. (Custer County, A. J. Hoskinson, 1932).—Station is located 4.8 miles east-northeast of Custer along U. S. Highway 36 and Iron Creek Road, 0.3 mile west of Smith Ranch on Iron Creek Road, 2.0 miles northeast of intersection of Iron Creek Road and U. S. Highway 36, on top of hill, and 50 yards south of road.

Elevation of station is 5,334 feet by barometric leveling.

U. S. 362, Provo, S. Dak. (Fall River County, A. J. Hoskinson, 1932).—Station is located in Provo, in schoolyard, 40 feet south of southwest corner of schoolhouse, and 230 yards north of Chicago, Burlington & Quincy Railroad station.

Elevation of station is 3,717 feet by barometric leveling.

U. S. 363, Moon, S. Dak. (Pennington County, A. J. Hoskinson, 1932).—Station is located near Moon's Ranch, in schoolyard just north of farmhouse owned by Mr. LaNovette, 63 yards south of south end of school, and 120 feet east of center line of road passing school.

Elevation of station is 6,327 feet by barometric leveling.

U. S. 364, Osage, Wyo. (Weston County, A. J. Hoskinson, 1932).—Station is located 0.3 mile west of Chicago, Burlington & Quincy Railroad station at Osage, on top of wooded hill.

Elevation of station is 4,364 feet by barometric leveling.

U. S. 365, Kara, Wyo. (Crook County, A. J. Hoskinson, 1932).—Station is located 360 yards due north of Chicago, Burlington & Quincy Railroad station at Kara, 125 yards south of a ravine, and 70 yards east of dirt road leading north from U. S. Highway 216 at Kara.

Elevation of station is 4,322 feet by barometric leveling.

U. S. 366, Gillette, Wyo. (Campbell County, A. J. Hoskinson, 1932).—Station is located about 650 feet north of north track of Chicago, Burlington & Quincy Railroad at Gillette, and 820 feet west of section house.

Elevation of station is 4,551 feet by barometric leveling.

U. S. 367, Ulm, Wyo. (Sheridan County, A. J. Hoskinson, 1932).—Station is located 760 feet west of Chicago, Burlington & Quincy Railroad station at Ulm, along railroad track, 70 yards south of south end of schoolhouse, and 36 yards north of north rail of railroad track.

Elevation of station is 4,455 feet by barometric leveling.

U. S. 368, Buffalo, Wyo. (Johnson County, A. J. Hoskinson, 1932).—Station is located 1.85 miles south along U. S. Highway 87E from Star Cabin Camp at south limit of Buffalo, in pasture 328 feet west of highway, and 656 feet southeast of small hill.

Elevation of station is 4,740 feet by barometric leveling.

U. S. 369, Acme, Wyo. (Sheridan County, A. J. Hoskinson, 1932.)—Station is located 7.5 miles north of Sheridan along U. S. Highway 87E from point where Chicago, Burlington & Quincy Railroad crosses highway in Sheridan, 1.8 miles northwest of Dietz, 0.3 mile west of Sheridan Wyoming Coal Co. Inc. mine No. 42, 170 yards north of highway, 180 yards west of dirt road leading into pasture, and 200 yards south of south bank of Tongue River.

Elevation of station is 3,675 feet by barometric leveling.

U. S. 370, Ranchester, Wyo. (Sheridan County, A. J. Hoskinson, 1932).—Station is located east of Ranchester, 150 yards east of east side of schoolhouse, 200 yards south of Chicago, Burlington & Quincy Railroad track, and directly in line with an extension of line through north end of schoolhouse.

Elevation of station is 3,792 feet by barometric leveling.

U. S. 371, Dayton, Wyo. (Sheridan County, A. J. Hoskinson, 1932).—Station is located 1.8 miles southwest of Dayton, on top of bench east of Tongue River just east of point where it is joined by Amsden Creek, 200 yards west of highway on property of IXL Ranch, 150 yards north of road leading to ranchhouse, and 250 yards west of gravel pit on east side of highway.

Elevation of station is 3,975 feet by barometric leveling.

U. S. 372, Steamboat Point, Wyo. (Sheridan County, A. J. Hoskinson, 1932; H. E. McConnell, 1934).—Station is located 8¾ miles (air line) southwest of Dayton, on U. S. Highway 14, southwest of Steamboat

Point, north of Black Mountain, on top of small grassy knoll, near deep ravine. At the station, the angle between peaks of Freeze Out Point and Steamboat Point is 80° 45′ 20″ and the angle between Steamboat Point and Black Mountain is 112° 39′ 25″. A new road makes an 8-foot cut directly through knoll to north of gravity station, perhaps directly through former occupation, and old road forms crescent with new just to east of station.

Elevation of station is 7,892 feet by barometric leveling.

U. S. 373, Burgess Ranger Station, Wyo. (Sheridan County, A. J. Hoskinson, 1932).—Station is located northwest of Black Mountain, 305 yards southeast of intersection of Greybull Road and Dayton Road, 130 yards northeast of Greybull Road, and 235 yards southeast of Dayton Road.

Elevation of station is 8,058 feet by barometric leveling.

U. S. 374, Medicine Mountain, Wyo. (Big Horn County, A. J. Hoskinson, 1932; H. E. McConnell, 1934).—Station is located 1¾ miles west of Medicine Mountain, 255 yards north and 55 yards east of intersection of Porcupine, Sheridan, and Lovell roads, 160 yards east of small stream, 40 yards south of junction of two small streams, and on east edge of wooded patch about 50 yards north of south end of woods.

Elevation of station is 9,043 feet by barometric leveling.

U. S. 375, Five Springs Bench, Wyo. (Big Horn County, A. J. Hoskinson, 1932).—Station is located 16.5 miles east of Lovell along U. S. Highway 116, 150 yards north of highway, 20 yards south of small creek with a few scattered cottonwood trees along banks, and 150 yards west of fence line of BC Ranch.

Elevation of station is 4,075 feet by barometric leveling.

U. S. 376, Ten Sleep, Wyo. (Washakie County, A. J. Hoskinson, 1932).—Station is located 1.0 mile east of Ten Sleep along U. S. Highway 16, on property owned by Mr. Pratt, 400 yards east along a dirt road from a right-angle turn in the highway, 40 yards north of small stream, and 50 yards east of steep sharp drop in the dirt road.

Elevation of station is 4,450 feet by barometric leveling.

U. S. 377, East Ten Sleep, Wyo. (Washakie County, A. J. Hoskinson, 1932).—Station is located on East Ten Sleep Creek about 2 miles northwest of fork of East and West Ten Sleep Creeks, in meadow southwest of Meadow Lark Inn and Cabins, 220 yards south of U. S. Highway 16, and 50 yards west of intersection of highway and auto road leading into Meadow Lark Inn.

Elevation of station is 8,425 feet by barometric leveling.

U. S. 378, Hazelton, Wyo. (Johnson County, A. J. Hoskinson, 1932).—Station is located 5 miles northeast of Hazelton on National Forest Boundary Line, in National Forest, 13 yards north of boundary line, 183 yards west of boundary corner, in western edge of pine grove, and 175 yards east of road to Hazelton.

Elevation of station is 8,110 feet by barometric leveling.

U. S. 379, South Fork Inn, Wyo. (Johnson County, A. J. Hoskinson, 1932).—Station is located 0.7 mile northeast of South Fork Inn, 3 miles west of mouth of Sourdough Creek, 110 yards east and 65 yards south of intersection of U. S. Highway 16 and a dirt road leading east to mouth of Sourdough Creek.

Elevation of station is 7,965 feet by barometric leveling.

U. S. 380, Kane, Wyo. (Big Horn County, A. J. Hoskinson, 1932).—Station is located in Kane, 570 yards north of Chicago, Burlington & Quincy Railroad depot along the railroad, and 150 yards east of railroad track.

Elevation of station is 3,629 feet by barometric leveling.

U. S. 381, Lovell, Wyo. (Big Horn County, A. J. Hoskinson, 1932).—Station is located 2.3 miles from Shoshone Hotel in Lovell along U. S. Highway 310, 0.1 mile west and 0.2 mile north of highway bridge over Shoshone River, 100 feet south of Byron Road and 0.1 mile west of intersection of road with U. S. Highway 310.

Elevation of station is 3,922 feet by barometric leveling.

U. S. 382, Garland, Wyo. (Park County, A. J. Hoskinson, 1932).—Station is located ½ mile east of Chicago, Burlington & Quincy Railroad station in Garland, south of road crossing, and 100 feet south of railroad track, on large sandstone rock.

Elevation of station is 4,290 feet by barometric leveling.

U. S. 383, Eagle, Wyo. (Park County, A. J. Hoskinson, 1932).—Station is located 13½ miles east of intersection of U. S. Highways 420 and 20 at eastern edge of Cody, 1.4 miles west of Chicago, Burlington & Quincy Railroad siding at Eagle, 0.2 mile south of U. S. Highway 420, and 50 yards east of dirt road leading south.

Elevation of station is 4,685 feet by barometric leveling.

U. S. 384, Elk Basin, Wyo. (Park County, A. J. Hoskinson, 1932).—Station is located 0.6 mile north of post office in Elk Basin along road to Billings, 80 yards east of highway, 45 yards west of telephone line, 80 yards east and 35 yards north of intersection of road into oil field and Billings Road, 85 yards due north of stake marking center of Section 24, and about ½ mile due west of structural high of Elk Basin oil dome.

Elevation of station is 4,500 feet by barometric leveling.

U. S. 385, Basin, Wyo. (Big Horn County, A. J. Hoskinson, 1932).—Station is located 3 miles south of Basin along U. S. Highway 20, 75 yards west of Chicago, Burlington & Quincy Railroad tracks, and 89 yards north of cross road that leaves highway at mail box of Josh Ellis.

Elevation of station is 3,911 feet by barometric leveling.

U. S. 386, Rairden, Wyo. (Big Horn County, A. J. Hoskinson, 1932).—Station is located near Rairden, in pasture land south of Chicago, Burlington & Quincy Railroad station, 270 yards south of railroad crossing at station, and 240 yards east of railroad track.

Elevation of station is 4,026 feet by barometric leveling.

U. S. 387, Thermopolis, Wyo. (Hot Springs County, A. J. Hoskinson, 1932).—Station is located on Big Horn River 3.9 miles south of Thermopolis along U. S. Highway 20, 130 yards southeast of southeast end of highway bridge over Big Horn River, and 100 yards northeast of highway.

Elevation of station is 4,346 feet by barometric leveling.

U. S. 388, Worland, Wyo. (Washakie County, A. J. Hoskinson, 1932).—Station is located 1¼ miles west of Worland, 1.0 mile from west end of bridge over Big Horn River along road leading to golf course, 200 yards west of west end of golf course, and 55 yards north of dirt road running along south edge of golf course.

Elevation of station is 4,124 feet by barometric leveling.

U. S. 389, Winchester, Wyo. (Washakie County, A. J. Hoskinson, 1932).—Station is located 0.3 mile north of Winchester (Chatham station on Chicago, Burlington & Quincy Railroad), 280 yards due north of point in U. S. Highway 20 which is 164 yards northeast of northeast end of bridge over Meeyero Creek. A highway curve sign is about 5 yards north of point in highway which is used as reference point.

Elevation of station is 4,273 feet by barometric leveling.

U. S. 390, Nine Mile Lake, Wyo. (Natrona County, A. J. Hoskinson, 1932).—Station is located 8.6 miles north of Casper along U. S. Highway 87E, 0.3 mile west of highway, north of north highwater mark of lake, at base of large conical mound of rocks 30 feet high and 60 feet in diameter, on north side of rock, and 20 feet from base.

Elevation of station is 5,315 feet by barometric leveling.

U. S. 391, Midwest, Wyo. (Natrona County, A. J. Hoskinson, 1932).—Station is located in Midwest, 30 yards north and 11 yards west of northwest corner of the Geological Office building, 46 feet north of northeast corner of garage, and 59 feet northeast of northwest corner of Geological Survey garage.

Elevation of station is 4,850 feet by barometric leveling.

U. S. 392, Kaycee, Wyo. (Johnson County, A. J. Hoskinson, 1932).—Station is located on northern edge of Kaycee, 175 yards east of intersection of U. S. Highway 87E and road leading westward to Sussex, and 34 yards south of junction.

Elevation of station is 4,660 feet by barometric leveling.

U. S. 393, Sussex, Wyo. (Johnson County, A. J Hoskinson, 1932).—Station is located in Sussex, on south bank of Powder River, 65 yards south and 54 yards west of south pier of highway bridge over Powder River.

Elevation of station is 4,335 feet by barometric leveling.

U. S. 394, Tiffin, Ohio (Seneca County, A. J. Hoskinson, 1932).—Station is located in Tiffin, at Heidelberg College, in science building, in small room in basement just west of laboratory, on south side of building, in southwest corner of room, 2 feet from west wall, and 18 inches from south wall.

Elevation of station is 763 feet by barometric leveling.

U. S. 395, Dover, Ohio (Tuscarawas County, A. J. Hoskinson, 1932).—Station is located in Dover, near northeast edge of city, 64 yards north and 12 yards east of center of intersection of Fifth Street and North Johnson Avenue.

Elevation of station is 905 feet by barometric leveling.

U. S. 396, Winchester, Va. (Frederick County, A. J. Hoskinson, 1932).—Station is located in Winchester, in Camp Paul B. Malone, 1.7 miles south of post office, 110 yards south and 27 yards east of southeast corner of bathing pool.

Elevation of station is 643 feet by barometric leveling.

U. S. 397, Luray, Va. (Page County, A. J. Hoskinson, 1932).—Station is located about 1½ miles west of Luray, in tourist camp grounds 200 yards east of entrance to Luray Caverns, 50 yards west and 35 yards north of southeast corner of tourist camp grounds.

Elevation of station is 938 feet by barometric leveling.

U. S. 398, Gainesville, Fla. (Alachua County, A. J. Hoskinson, 1933).—To reach station from northwest corner of courthouse square in Gainesville, go north 0.52 mile, west 0.35 mile, north 1.00 mile, west 0.25 mile, south on dirt road 245 feet, west 55 feet to station. Station is located 0.25 mile west of a Standard Oil Co. service station at road intersection.

Elevation of station is 191 feet by barometric leveling.

U. S. 399, Marianna, Fla. (Jackson County, A. J. Hoskinson, 1933; B. R. Wohld, 1936; C. I. Aslakson, 1938).—To reach station from courthouse in Marianna, follow U. S. Highway 90 west 0.75 mile, turn north 0.30 mile to the Jackson County School. Station is located in northern limit of city, 265 feet north and 219 feet east of northeast corner of the schoolhouse.

In 1936, the pendulum was swung at a point 9 feet lower, 97 yards east, and 58 yards north of the 1933 station.

Because of a residence built close to the 1933 station, the 1938 observations were made at a point 189 feet north (magnetic) and 71 feet east (magnetic) of the northeast corner of the schoolhouse and 12 feet west of west curb of Daniel Street, 12 feet west of mark. The 1938 station is 2 feet below the 1933 station by hand levels.

The mark is a standard gravity reference mark stamped "MARIANNA NO. 399 1933 1938," set in the west curb of Daniel Street, 250 feet south of the center line of a dirt street.

The observations in prior years were reduced to the 1938 station, but the 1938 value was adopted.

Elevation of 1938 station is 167 feet by barometric leveling.

U. S. 400, Baton Rouge, La. (East Baton Rouge Parish, A. J. Hoskinson, 1933).—Station is located in eastern limit of Baton Rouge, between North Boulevard Street and Government Street, 230 feet west of LeJeune Street, 278 feet north and 328 feet west of the northwest corner of west wing of high school building.

Elevation of station is 39 feet by barometric leveling.

U. S. 401, Houston No. 7, Tex. (Harris County, E. J. Brown, 1923; A. J. Hoskinson, 1933).—To reach station from Houston proceed south on U. S. Highway 90 to junction with Main Street Road near southern limit of town, follow this road which passes to east of Main Riding Academy and Houston Riding Academy to crossing of Brays Bayou, continue south 0.7 mile to intersection of Main Street Road and unimproved road, follow unimproved road S. 80° W. 0.30 mile to fence corner, S. 65° W. 0.80 mile to another fence corner, and S. 65° W. 370 feet to station.

Elevation of station is 59 feet by barometric leveling.

U. S. 402, Pierce Junction, Tex. (Harris County, A. J. Hoskinson, 1933).—Station is located 6 miles south of Houston, near Pierce Junction. To reach station from Pierce Junction follow International-Great Northern Railroad southwest 0.30 mile, turn N. 80° E. along dirt road 0.31 mile, turn north 0.08 mile to station. The gravity apparatus was set on a 3- by 3- by 5-foot concrete pier.

Elevation of station is 54.5 feet, furnished by Humble Oil Co.

U. S. 403, Blue Ridge, Tex. (Fort Bend County, A. J. Hoskinson, 1933).—Station is located in Blue Ridge Oilfield about ½ mile west of prison farm and barracks. To reach station from Southern Pacific Lines station at Missouri City, follow U. S. Highway 90 N. 50° E. for a distance of 3.0 miles, S. 10° E. along dirt road leading to prison farm 3.6 miles, S. 80° W. 0.29 mile, S. 10° E. 0.14 mile, S. 80° W. 0.38 mile, N. 5° W. 0.05 mile to gate in fence, and west 184 yards to station. The gravity apparatus was set on a 3- by 3- by 5-foot concrete pier.

Elevation of station is 82.2 feet, furnished by Humble Oil Co.

U. S. 404, Sugarland, Tex. (Fort Bend County, A. J. Hoskinson, 1933; C. I. Aslakson, 1937).—Station is located in Sugarland Oil Field, southwest of Missouri Pacific Railroad station in Dewalt. To reach station from Dewalt railroad station, go southeast 0.15 mile, southwest 0.52 mile, west 1.21 miles, passing through gate into oil field, south 0.81 mile to station. Station is on concrete pier about 3 feet square and about 5 feet deep.

In 1937, the pendulums were placed on each of two concrete piers, one about 3 feet square and 5 feet deep projecting 10 inches above ground, the other about 2½ feet square and projecting 7 inches above ground. Between the two piers is a concrete runner flush with the surface of the ground and about 2 by 1½ feet.

The 1937 value was adopted.

Elevation of station is 67.0 feet, furnished by Humble Oil Co.

U. S. 405, Damon No. 5, Tex. (Fort Bend County, E. J. Brown, 1923; A. J. Hoskinson, 1933).—Station is about 5 miles east of Damon Mound.

To reach station from railroad crossing at north edge of Damon go N. 70° E. for 0.08 mile to paved State Highway 36, thence along highway N. 30° W. for 0.25 mile, thence N. 30° E. for 1.51 miles to road intersection, thence S. 55° E. for 0.54 mile, thence N. 35° E. for 0.20 mile to Cow Creek Bridge. Continue N. 35° E. for 0.80 mile to right-angle turn in road.

Gravity station is located 54 feet S. 60° E. from fence corner and 2 feet northeast of fence line (fence corner is northeast of turn in road).

The 1933 value was adopted.

Elevation of station is 54 feet by barometric leveling.

U. S. 406, Beaumont, Tex. (Jefferson County, A. J. Hoskinson, 1933; C I. Aslakson, 1936).—Station is located in western edge of city of Beaumont, in garage back of house at 2570 Hazel Street.

In 1936 the pendulum cases were set in holes in the dirt floor of the garage. A standard gravity mark stamped "U.S. 406" was set in a drill hole in the concrete strip in the garage floor about 4 feet northeast of the pendulums.

The 1936 value was adopted.

Elevation of station is 18.6 feet, furnished by Gulf Oil Co.

U. S. 407, Cleveland, Tex. (Liberty County, A. J. Hoskinson, 1933; C. I. Aslakson, 1936).—Station is located in Cleveland, one block south and one block west of Anderson Hotel, in garage back of Arrendell House.

In 1936 both the 1933 station and a point at the same elevation as the 1933 station but 9.2 meters south of it were occupied. The new point is 8.1 meters north of the north side of Mrs. Arrendell's house, 3.0 meters east of the southeast corner of the garage, and 21.5 meters west of a standard gravity mark stamped "CLEVELAND 1936."

The gravity mark is located 13 paces northeast of the northeast corner of Mrs. Arrendell's house and 12 paces west of the center line of the street.

The 1936 value was adopted.

Elevation of station is 160.7 feet, furnished by Gulf Oil Co.

U. S. 408, Crosbyton No. 1, Tex. (Crosby County, A. J. Hoskinson, 1933).—Station is located in southeast corner of Crosby County, 1.1 miles west and ½ mile north of corner, in valley on west side of White River, 0.31 mile N. 75° W. (true) of west end of bridge over White River.

Elevation of station is 2,258 feet by barometric leveling.

U. S. 409, Crosbyton No. 2, Tex. (Crosby-Garza County, A. J. Hoskinson, 1933).—Station is located on county line of Crosby-Garza Counties, 8½ miles west of southeast corner of Crosby County, on southern boundary line of block No. 8 of H. & G. N. R. R. Co.

Elevation of station is 2,414 feet by barometric leveling.

U. S. 410, Crosbyton No. 3, Tex. (Crosby County, A. J. Hoskinson, 1933; C. A. Schoene, 1937).—Station is located 1 mile north and 5.7 miles west of gravity station U. S. 409, in a fence corner north of the road, about 200 yards east of a small stream running south.

In 1937, additional description was given as follows: About 20 miles south-southwest of the city of Crosbyton, 5.6 miles east of the Ralls-Post road, 0.7 mile north of the Crosby-Garza county line, and 2.6 miles east of the Canyon Valley Store and Gin. The pendulums in 1937 were set within a few feet of the point occupied in 1933. This point is in the center line of a north-south lane, 7 paces west of the southwest corner of a field owned by J. L. Taylor, 4 paces east of a north-south barbwire fence line, and 15 feet east of a standard gravity mark. The station is at a turn in the road from west to south, about ¼ mile south of one farmhouse, and ¾ mile north of another farmhouse.

The gravity mark is stamped "TAYLOR NO. 410 1933–1937" and is set 1 foot west of the fence line mentioned above and in line with the north right-of-way fence of the road to the east.

To reach the station from Crosbyton, go south on a graded road for about 17 miles to a small store at a crossroads. Here, turn right and go west for 5.1 miles to a point where the road turns south.

The 1937 value was adopted.

Elevation of station is 2,452 feet by barometric leveling.

U. S. 411, Crosbyton No. 4, Tex. (Crosby County, A. J. Hoskinson, 1933).—Station is located 19.85 miles south of Ralls along the Ralls-Post road near Crosby-Garza county line, 110 yards south of small stream and on fence line on east side of road. County line is not definitely located, but station is about 0.2 mile north of temporary county line. By traverse this station is 5.6 miles west and 0.7 mile south of gravity station U. S. 410.

Elevation of station is 2,598 feet by barometric leveling.

U. S. 412, Crosbyton No. 10, Tex. (Dickens County, A. J. Hoskinson, 1933).—Station is located 12.75 miles east and 2.95 miles south of Crosbyton. To reach station from Crosbyton follow U. S. Highway 62 east about 10.4 miles to point 1 mile west of Crosby-Dickens county line, turn south 2.6 miles, turn east 0.5 mile, southeasterly along winding road 3.5 miles. Station is located 20 feet west of center line of road, 300 yards southeast from gate in pasture fence on west side of road, and about 1,640 feet south of rugged slope 200 feet higher than station.

Elevation of station is 2,724 feet by barometric leveling.

U. S. 413, Crosbyton No. 9, Tex. (Crosby County, A. J. Hoskinson, 1933).—Station is located 10 miles east and 6 miles north of Crosbyton. To reach station from Crosbyton follow U. S. Highway 62 east 10.4 miles to point 1 mile west of county line, turn north 1.35 miles, turn west 0.5 mile, turn north 2.1 miles to schoolhouse. Station is located in northeast corner of the yard of Pansy School, 79 feet west and 72 feet south of northeast corner of yard.

Elevation of station is 2,936 feet by barometric leveling.

U. S. 414, Crosbyton No. 6, Tex. (Dickens County, A. J. Hoskinson, 1933).—Station is located 7.33 miles east and 1.42 miles north of gravity station U. S. 408, in schoolyard of Spring Creek School, 45 feet east and 18 feet south of northeast corner of schoolhouse.

Elevation of station is 2,314 feet by barometric leveling.

U. S. 415, Crosbyton No. 7, Tex. (Dickens County, A. J. Hoskinson, 1933).—Station is located 11.77 miles east and 0.9 mile south of gravity station U. S. 414, in schoolyard of Duck Creek School, 114 feet west and 3 feet north of northwest corner of schoolhouse.

Elevation of station is 2,132 feet by barometric leveling.

U. S. 416, Crosbyton No. 8, Tex. (Kent County, A. J. Hoskinson, 1933).—Station is located 2.65 miles south and 3.95 miles east of Gilpin, in fence corner at eastern end of dirt road leading east 1.5 miles south of Dickens-Kent county line.

Elevation of station is 2,152 feet by barometric leveling.

U. S. 417, Crosbyton No. 11, Tex. (Kent County, A. J. Hoskinson, 1933).—Station is located 14½ miles south and 1½ miles east of gravity station U. S. 408, 78 yards south of State Highway 84, and 0.4 mile east of county line.

Elevation of station is 2,374 feet by barometric leveling.

U. S. 418, Crosbyton No. 12, Tex. (Garza County, A. J. Hoskinson, 1933; C. A. Schoene, 1937).—Station is located 5.9 miles southeast of Justiceburg along State Highway 7, 680 feet northwest along Atchison, Topeka and Santa Fe Railroad track from milepost 735, 354 feet northeast of railroad track, 100 yards southeast of deserted house, and between new highway and railroad tracks.

In 1937 additional description was given as follows: Station is located 5.9 miles southeast of railroad station in Justiceburg, on U. S. Highway 84. To reach station from Post, go southeast on U. S. Highway 84, 14.8 miles to railroad station in Justiceburg. Continue 5.9 miles southeast on U. S. Highway 84 to a point opposite concrete foundation of a house which is about 100 yards south of highway. Station is 145 feet east of northeast corner of concrete foundation; 217 feet south of center line of U. S. Highway 84; 400 feet north of railroad track; 677 feet northwest of milepost 735 on railroad; on open flat bare spot.

Mark is stamped "U. S. CROSBYTON NO. 12 1933–1937."

A dirt road leads south from highway through wire gate to concrete house foundation.

The 1937 value was adopted.

Elevation of station is 2,318 feet by barometric leveling.

U. S. 419, Crosbyton No. 5, Tex. (Lynn County, A. J. Hoskinson, 1933).—Station is located 5 miles southeast of Slaton along the Panhandle & Santa Fe Railway, about 1,400 feet south of milepost 694, and west

of the track. To reach station from milepost 694, go 121 yards northwest along a road paralleling the track, thence 0.32 mile south along a road to a right-angle turn, thence 50 feet west to the station on the north edge of the road.

Elevation of station is 3,048 feet by barometric leveling.

U. S. 420, Kansas State College, Kans. (Ellis County, A. J. Hoskinson, 1933; G. R. Shelton, 1948).—Station is located at Hays, in the Kansas State College grounds, just north of the science building, 105 feet east of northwest corner of building, on line with the north walls of west and east wings of building, and 30 feet east of center of north entrance.

The point occupied in 1948 was 150 feet southeast of the 1933 station but at the same elevation.

The 1948 value was adopted.

Elevation of station is 1,994 feet.

U. S. 421, Big Horn, Wyo. (Sheridan County, A. J. Hoskinson, 1933).—Station is located in Big Horn, 77 feet east and 105 feet south of north corner of bell tower of brick church, which is one block east of brick schoolhouse.

Elevation of station is 4,090 feet by barometric leveling.

U. S. 422, Southeast of Sheridan, Wyo. (Sheridan County, A. J. Hoskinson, 1933).—Station is located 12 miles southeast of Sheridan along U. S. Highway 116, in fence corner ½ mile west of highway, 400 yards west of bridge over Prairie Dog Creek, and 350 yards north of bridge over same creek.

Elevation of station is 4,164 feet by barometric leveling.

U. S. 423, Experiment Farm, Wyo. (Sheridan County, A. J. Hoskinson, 1933).—Station is located on U. S.-Wyoming Experiment Farm about 7 miles northeast of Sheridan, in fence corner 100 yards north of Chicago, Burlington & Quincy Railroad and southwest of dwelling houses.

Elevation of station is 3,773 feet by barometric leveling.

U. S. 424, Veterans Hospital, Wyo. (Sheridan County, A. J. Hoskinson, 1933).—Station is located at Veterans Hospital northwest of Sheridan, 160 yards southwest of gate in woven wire fence, which is 200 feet west of Administration Building.

Elevation of station is 3,893 feet by barometric leveling.

U. S. 425, Beckton, Wyo. (Sheridan County, A. J. Hoskinson, 1933).—Station is located 10 miles west of Sheridan on the Sheridan-Dayton road, 0.27 mile southwest along the Beckton Stock Farm road from the intersection of roads leading to Dayton, Sheridan and Big Horn, 64 yards southwest of bridge over small stream, on western side of road, and 30 feet from center line.

Elevation of station is 4,057 feet by barometric leveling.

U. S. 426, Durkee, Wyo. (Washakie County, A. J. Hoskinson, 1933).—Station is located in Durkee, 7½ miles north of Worland, 41 yards east and 2 yards south of southeast corner of Chicago, Burlington & Quincy Railroad station.

Elevation of station is 3,983 feet by barometric leveling.

U. S. 427, Greybull, Wyo. (Big Horn County, A. J. Hoskinson, 1933).—Station is located 9 miles west of Greybull along Greybull-Meeteetse road, in fence corner just to west of dirt road leading south to large barn with galvanized roof and two cupolas.

Elevation of station is 4,042 feet by barometric leveling.

U. S. 428, West of Otto, Wyo. (Big Horn County, A. J. Hoskinson, 1933).—Station is located 5 miles west of Otto post office, ½ mile west of farmhouse of Oscar Williamson, on south side of road, 100 yards from center line of road, and 60 yards east of irrigation ditch.

Elevation of station is 4,289 feet by barometric leveling.

U. S. 429, Cody, Wyo. (Park County, A. J. Hoskinson, 1933).—Station is located about 2 miles east of Chicago, Burlington & Quincy Railroad station at Cody, between railroad track and Shoshone River, 755 feet north of north cliff of Shoshone River, 525 feet south and 394 feet east of railroad bridge over a deep canyon and small stream which runs into Shoshone River about 656 feet east of gravity station.

Elevation of station is 4,892 feet by barometric leveling.

U. S. 430, Southeast of McCullock, Wyo. (Park County, A. J. Hoskinson, 1933).—Station is located about 22 miles east of Cody along U. S. Highway 20, 1.30 miles west of bridge over river, on north side of

highway, 100 yards due north of small signpost "Buy it of Davy Jones-Cody 22 miles," north of small knoll about 25 feet high and about 100 yards south of highway.

Elevation of station is 4,835 feet by barometric leveling.

U. S. 431, West Burlington, Wyo. (Big Horn County, A. J. Hoskinson, 1933).—Station is located 4.85 miles west and 1.20 miles south of Burlington along road to Meeteetse, 30 yards southeast of U. S. Geological Survey bench mark 4593, about 40 yards southeast of road, and about 100 yards southeast of irrigation canal.

Elevation of station is 4,593 feet by barometric leveling.

U. S. 432, Pezan Ranch, Wyo. (Park County, A. J. Hoskinson, 1933).—Station is located 20.57 miles northeast of flagpole in Meeteetse along State Highway 420 and dirt road leading to Burlington, which leaves State Highway 420 at a distance of 6.95 miles from Meeteetse, 327 yards S. 30° W. (true) from fence corner and mailbox of Frank E. Pezan, about ¾ mile N. 58° W. (true) from house with pyramid roof, and 100 yards southeast of road.

Elevation of station is 4,926 feet by barometric leveling.

U. S. 433, East of Meeteetse, Wyo. (Park County, A. J. Hoskinson, 1933).—To reach station from flagpole in Meeteetse follow State Highway 420 northeast 6.95 miles to dirt road leading to Burlington, proceed 5.75 miles along dirt road. Station is located between road and irrigation ditch, just south of log barn and shed across road, north of several small buildings on both sides of road, 0.23 mile north of point where irrigation ditch crosses a small stream on high wooden trestle.

Elevation of station is 5,260 feet by barometric leveling.

U. S. 434, Meeteetse, Wyo. (Park County, A. J. Hoskinson, 1933).—Station is located 0.70 mile south of flagpole in Meeteetse, along road leading south from flagpole, 35 yards east of road, and 10 yards south of irrigation ditch.

Elevation of station is 5,818 feet by barometric leveling.

U. S. 435, Irma Flats, Wyo. (Park County, A. J. Hoskinson, 1933).—Station is located 9.50 miles southwest of Cody, in Irma Flats, along road to Ishawooa and Valley, 1.1 miles south and west from ranch house of V. D. and L. A. Buchanan, 1.23 miles south and west of schoolhouse, 88 yards east and 190 yards north of a fence corner, about 350 yards south of large irrigation canal. The fence corner is 0.34 mile southwest of point where road crosses irrigation canal.

Elevation of station is 5,425 feet by barometric leveling.

U. S. 436, Oregon Basin, Wyo. (Park County, A. J. Hoskinson, 1933).—Station is located in Oregon Basin, southeast of Cody, 3.45 miles from intersection of Oregon Basin road with U. S. Highway 20, in a flat 0.95 mile south of lake and 84 yards west of dirt road.

Elevation of station is 5,256 feet by barometric leveling.

U. S. 437, Wymont, Wyo. (Park County, A. J. Hoskinson, 1933).—Station is located near top of divide on highway from Red Lodge to Cooke City to Park, about ½ mile east of highest point on highway, in a saddle 1,017 yards S. 22° E. (true) from triangulation station Wymont 1931 of the U. S. Geological Survey.

Elevation of station is 10,708 feet by barometric leveling.

U. S. 438, Red Lodge, Mont. (Carbon County, A. J. Hoskinson, 1933).—Station is located 0.62 mile S. 73° W. (true) of triangulation station Red Lodge.

Triangulation station Red Lodge is about 2½ miles (air line) east of town of Red Lodge, in pasture on highest point in immediate vicinity, on land owned by mining company. To reach from Red Lodge, go south on Main Street from post office. Turn left at end of street across Rock Creek; go up Bear Creek Hill 2¼ miles to point where main road starts down hill and dirt road leads off to left. Turn left on dirt road and follow it 1¾ miles to point about 100 yards west of where road turns north. Triangulation station is on highest point of this ridge about 100 yards north of road. Trucks can be driven to station, which consists of a standard triangulation-station disk set in the top of a concrete post.

Elevation of gravity station is 5,584 feet by barometric leveling.

U. S. 439, Bridger, Mont. (Carbon County, A. J. Hoskinson, 1933).—Station is located 2.92 miles north of Bridger, 60 yards west of Montana, Wyoming & Southern Railroad, in a schoolyard, 30 yards south of southeast corner of schoolhouse. The main highway from Bridger parallels the railroad.

Elevation of station is 3,591 feet by barometric leveling.

U. S. 440, Bowler, Mont. (Carbon County, A. J. Hoskinson, 1933).—Station is located 13.1 miles from Bridger on the road to Bowler, almost due west of Prior Mountain, 113 yards south and 24 yards east of a fence corner at road intersection. A large round-topped hill bears S. 36° E. (true) from gravity station and a small natural rocky mound about 20 feet high bears N. 36° E. (true) from gravity station and is about 1,312 feet distant.

Elevation of station is 4,752 feet by barometric leveling.

U. S. 441, Gardiner, Mont. (Park County, A. J. Hoskinson, 1933).—Station is located in the Yellowstone National Park, in a small valley south and east of entrance gate at Gardiner, southwest of road leading to Mammoth Hot Springs, 279 yards from road, 98 yards southwest of small irrigation ditch, with an alfalfa field lying between the road and the irrigation ditch. The entrance gate of the Yellowstone National Park bears N. 30° W. (true) from the gravity station at a distance of 570 yards.

Elevation of station is 5,360 feet by barometric leveling.

U. S. 442, Lamar River, Wyo. (Yellowstone National Park, A. J. Hoskinson, 1933).—Station is located in Yellowstone National Park on road from Tower Junction to Cooke Station, 8.70 miles from Tower Junction, 20.90 miles from Cooke Station, 8.00 miles east of Yellowstone River bridge, 3.90 miles east of Lamar River bridge, ½ mile east of east end of canyon of Lamar River, 0.15 mile west of milepost T. J. 9, C. S. 22, in a small valley north of road, in clump of deciduous trees about 100 yards north of road, and about 400 yards south of large clump of pine trees growing on a loose rocky slope.

Elevation of station is 6,524 feet by barometric leveling.

U. S. 443, Clark Fork River, Wyo. (Park County, A. J. Hoskinson, 1933).—Station is located in Shoshone National Forest, 13.5 miles east of Cooke City along old road, on west bank of Clark Fork River, about 1½ miles north of L. T. Ranch, opposite point on eastern side of river where new highway drops down into Clark Fork River, in small camp ground 200 yards southwest of river, 10 yards south of small stream, 5 yards west of road through camp ground, and 52 yards north of large V-shaped rock.

Elevation of station is 6,825 feet by barometric leveling.

U. S. 444, Arvada, Wyo. (Sheridan County, A. J. Hoskinson, 1933).—Station is located in Arvada near east point of wye at Chicago, Burlington & Quincy Railroad station, inside of the wye, 200 yards southeast of railroad water tank, and 87 yards S. 60° W. (true) of east frog of wye.

Elevation of station is 3,642 feet by barometric leveling.

U. S. 445, Spotted Horse, Wyo. (Campbell County, A. J. Hoskinson, 1933).—Station is located 0.2 mile northwest of Spotted Horse, 110 yards southwest of center line of highway, 350 yards northwest along highway from southwest corner of general store in Spotted Horse, and 10 yards northeast of fence line.

Elevation of station is 3,995 feet by barometric leveling.

U. S. 446, Wildcat Creek, Wyo. (Campbell County, A. J. Hoskinson, 1933).—Station is located 16.75 miles west of intersection of Osborn Avenue and U. S. Highway 16 in Gillette along U. S. Highway 16, 0.38 mile northwest along highway from entrance to ranch house of C. E. Morel, on dirt road leading to north from U. S. Highway 16 bearing sign "To Hall Ranch." This dirt road intersects highway about 50 yards southeast of wooden bridge on highway over small stream. Station is 160 yards N. 75° E. (true) from west end of bridge on northwest side of dirt road and 4 yards from fence line.

Elevation of station is 4,152 feet by barometric leveling.

U. S. 447, Rozet, Wyo. (Campbell County, A. J. Hoskinson, 1933).—Station is located 0.3 mile south and 0.1 mile west of Chicago, Burlington & Quincy Railroad station at Rozet, in a flat open field.

Elevation of station is 4,281 feet by barometric leveling.

U. S. 448, Northeast of Gillette, Wyo. (Campbell County, A. J. Hoskinson, 1933).—To reach station from main street intersection in Gillette, follow U. S. Highway 16 east 2.7 miles, 0.5 mile east of entrance gate to University of Wyoming Experimental Farm, turn north on dirt road across Chicago, Burlington & Quincy Railroad tracks 2.55 miles to road intersection, turn northeast 1.45 miles to entrance gate of farmhouse on east side of road, a yellow house with windmill and stock tank 50 yards west of house. Station is located between house and tank, 39 yards N. 68° W. from northwest corner of house, ½ mile south of another farmhouse on same side of road, and about 0.7 mile north of a schoolhouse on west side of road.

Elevation of station is 4,464 feet by barometric leveling.

U. S. 449, Southeast of Gillette, Wyo. (Campbell County, A. J. Hoskinson, 1933).—Station is located 11.12 miles southeast of Gillette via the gravel road to Hilight, Teckla, and Verse. This distance is measured

from the intersection of Osborn Avenue and U. S. Highway 16. The station is in a low grassy meadow west of the road and west of a small stream in the meadow, and is 27 yards north and 30 yards east of the fence corner. North of the station at a distance of 1¼ miles is a small lake on the west side of the road, and on the east side of the road at a distance of 2.85 miles is an abandoned dance pavilion.

Elevation of station is 4,529 feet by barometric leveling.

U. S. 450, Sandraw, Wyo. (Fremont County, A. J. Hoskinson, 1933).—To reach station from Riverton go south on U. S. Highway 87W a distance of 1.1 miles from junction with U. S. Highway 320 to dirt road posted to Sandraw and Rawlins just after crossing river, turn left and go 20.8 miles to road leading left to village of Sandraw, keep right on main road and go 6.9 miles to point where dim road leads to left over 10-inch iron pipe culvert, turn left and east 1.6 miles to intersection with another dim road, turn left 5.0 miles, travelling in a wash about ¼ mile to a point about 3 miles from last left turn to a number of dim roads at dry pond, turn left and north on dim road near northeast end of pond and go 2.0 miles to fork at small pond on south side of road, turn left 1.8 miles to fork just after passing through prairie dog town in smooth grassy area beside a water hole, turn right up draw 0.7 mile to point where road curves to right and a dim wagon road turns left, go around south edge of rimrock to first saddle east of crest. Station is identical with triangulation station Sandraw, which consists of a standard triangulation station disk set in a boulder.

Elevation of station is 7,354 feet by trigonometric leveling.

U. S. 451, North, Nebr. (Scotts Bluff County, A. J. Hoskinson, 1933).—Station is located 10 miles due north of Scottsbluff in NE ¼ sec. 2, T. 23 N., R. 55 W. To reach station from Scottsbluff follow U. S. Highway 26 north ½ mile, turn west 0.6 mile to graveled road leading north, turn north 8.4 miles to wire gate on right and concrete section-corner mark in center line of road, enter gate at southwest corner of small enclosure, pass through gate in northeast corner, follow wagon tracks northeast 0.3 mile to sand wash, cross wash to west side, follow up main ridge on left side of wash northeasterly 0.5 mile to north-south fence. Station is 150 yards beyond fence, on prominent detached bluff in pasture.

Elevation of station is 4,486 feet by barometric leveling.

U. S. 452, Oshkosh, Nebr. (Garden County, A. J. Hoskinson, 1933).—To reach station from Oshkosh proceed south across river 2.9 miles to road leading west, follow this road southwest up canyon 3.8 miles, turn west 0.2 mile. Station is located in a pasture owned by B. E. Knepper, 0.2 mile north along stock lane from house, then west 0.25 mile, on highest point of ridge which breaks abruptly to northeast, 20 feet back from break, and 60 yards northeast of fence.

Elevation of station is 3,959 feet by barometric leveling.

U. S. 453, Hein, Nebr. (Lincoln County, A. J. Hoskinson, 1933).—To reach station from Hershey follow main street south 4.7 miles to cross roads, turn east 2.0 miles, turn south 0.2 mile to house of Edward Hein. Station is located 0.6 mile southeast of ranch house, on highest point of sandy knoll in pasture, 1 mile east of higher hill, 0.3 mile northeast of schoolhouse.

Elevation of station is 3,092 feet by barometric leveling.

U. S. 454, Crabb, Nebr. (Cherry County, A. J. Hoskinson, 1933; G. R. Shelton, 1948).—To reach station from Valentine follow U. S. Highway 183 north 6.0 miles, turn east on graded road 2.5 miles to lane leading north, follow lane 0.2 mile to house owned by Mrs. Crabb. Station is located ¼ mile west of house, on low flat-topped hill in pasture.

In 1948 the station was recovered as described except that there were a triangulation station (Crabb, 1933) and two reference marks on top of the hill mentioned above. The point occupied in 1948 was reference mark No. 2.

The 1948 value was adopted.

Elevation of station is 2,817 feet by barometric leveling.

U. S. 455, Laird, Colo. (Yuma County, A. J. Hoskinson, 1933).—Station is located 3.0 miles southeast of Laird, 2 miles southwest of Sanborn Station, Nebr., 0.5 mile north-northwest of section-line road, and 395 feet east of a north-south fence, on a knoll at east side of a deep wash-out.

Elevation of station is 3,641 feet by barometric leveling.

U. S. 456, Bullard, Kans. (Finney County, A. J. Hoskinson, 1933; G. R. Shelton, 1948).—Station is located south of Garden City, 5.4 miles south of Arkansas River bridge along U. S. Highway 83, 0.35 mile north of a service station in forks of road, 0.3 mile east of highway, on a high sand hill in SW ¼ sec. 18, T. 25 S., R. 32 W.

In 1948, the station was recovered as described. The point occupied in 1948 was 18 feet south of triangulation station Bullard.

The 1948 value was adopted.
Elevation of station is 2,938 feet by barometric leveling.

U. S. 457, Kent, Ohio (Portage County, A. J. Hoskinson, 1933).—Station is located in Kent, on campus of Kent State College, in Science Hall, on third floor, in southwest corner of building, in room No. 317, on concrete floor, 24 inches from west wall, and 18 inches from south wall.
Elevation of station is 1,169 feet by barometric leveling.

U. S. 458, Okeechobee, Fla. (Okeechobee County, H. E. McConnell, 1934).—To reach station from Okeechobee follow State Highway 8 to Oceola Avenue, turn south on Oceola Avenue to point where it crosses the Florida East Coast Railway. Station is located 85 yards south and 74 yards west of this intersection, on a concrete pier 18 by 18 inches across by 3 feet deep.
Elevation of station is 30 feet by barometric leveling.

U. S. 459, Perrine, Fla. (Dade County, H. E. McConnell, 1934).—To reach station from the Florida East Coast Railway depot in Perrine follow oiled road two blocks (0.2 mile) S. 70° E. to first intersection east of U. S. Highway 1, turn south 0.1 mile. Station is located 36 yards west of road, in a clearing.
Elevation of station is 16 feet by barometric leveling.

U. S. 460, Big Pine Key, Fla. (Monroe County, H. E. McConnell, 1934).—To reach station from highway bridge in Big Pine Key go east 0.85 mile, turn south 1.74 miles to Florida East Coast Railway track, turn east 0.55 mile to Big Pine railroad depot, continue east 0.52 mile. Station is located 56 yards south of road, and 125 yards west of shore line.
Elevation of station is 2 feet by hand levels.

U. S. 461, Saddlebunch Key, Fla. (Monroe County, H. E. McConnell, 1934).—To reach station from Key West follow State Highway 4A east 19 miles, 2.93 miles east of an unnumbered highway bridge. Station is located 25 yards north of highway.
Elevation of station is 3 feet by hand levels.

U. S. 462, Matecumbe, Fla. (Monroe County, H. E. McConnell, 1934).—To reach station from Matecumbe (Florida Keys) ferry landing, follow State Highway 4A east 1.8 miles. Station is located 96 yards N. 30° W. of highway, 48 yards S. 70° E. of beach. Hard road to beach goes within 10 feet of station.
Elevation of station is 1 foot by hand levels.

U. S. 463, Tavernier, Fla. (Monroe County, H. E. McConnell, 1934).—To reach station from Tavernier depot of Florida East Coast Railway in Florida Keys, follow State Highway 4A east 0.8 mile, turn right 0.2 mile on rough, rocky road to Planter. Station is located 15 feet to right of road.
Elevation of station is 2 feet below sea level by barometric leveling.

U. S. 464, Rock Harbor, Fla. (Monroe County, H. E. McConnell, 1934).—Station is located in Florida Keys, 11.7 miles west of T-intersection made by State Highway 4A where it comes south from Homestead and turns west down the Keys, 15 yards south of highway, on concrete driveway of deserted gasoline service station and garage, 2.0 feet out from wall, and 6.0 feet south of door.
Elevation of station is 11 feet by hand levels.

U. S. 465, Key Largo, Fla. (Monroe County, H. E. McConnell, 1934).—Station is located in Florida Keys, in northwest corner of T-intersection where State Highway 4A turns west down the Keys, 60 yards due west of intersection point.
Elevation of station is 3 feet by barometric leveling.

U. S. 466, Royal Palm, Fla. (Dade County, H. E. McConnell, 1934).—Station is located 5.15 miles southwest of Royal Palm State Park Lodgehouse on the Cape Sable Road, 25 yards south of highway, on a fill of loose stones excavated from a narrow canal running south at this point.
Elevation of station is 1 foot below sea level by barometric leveling.

U. S. 467, Flamingo, Fla. (Monroe County, H. E. McConnell, 1934).—Station is located 8.1 miles northeast of Flamingo, at side of road, 30 feet east of a corrugated-tin cabin on north shore of West Lake, Cape Sable Road.
Elevation of station is at sea level by barometric leveling.

U. S. 468, Tamiami Trail, Fla. (Dade County, H. E. McConnell, 1934).—Station is located on U. S. Highway 94, 2.0 miles west of its intersection with State Highway 205, 15 yards west of highway bridge No. 9, and 6 yards north of center line of road.

Elevation of station is 9 feet by hand levels.

U. S. 469, Coral Gables, Fla. (Dade County, H. E. McConnell, 1934).—Station is located in Coral Gables, Miami, near intersection of U. S. Highway 94 and Ludlum Road, 130 yards north and 35 yards west of intersection.

Elevation of station is 10 feet by hand levels.

U. S. 470, Tamiami Trail, Fla. (Dade County, H. E. McConnell, 1934).—Station is located 11.17 miles S. 88° W. (mag.) from gravity station U. S. 468, west of highway bridge No. 27 on U. S. Highway 94, 7.0 yards north of center line of highway, 1.70 miles from the 1933 East Base "B" Station, Burnt-Tamiami, U.S.C. & G.S. R.M. No. 2.

Elevation of station is 9 feet by hand levels.

U. S. 471, Tamiami Trail, Fla. (Dade County, H. E. McConnell, 1934).—Station is located on U. S. Highway 94, 12.4 miles west of gravity station U. S. 470, 59 yards northwest of highway bridge No. 44, on west side of highway, in shoulder 4 yards from center line of road, 3.0 miles northwest of wye at junction of State Highway 27A, and 1.1 miles southeast of stone arch on the Collier county line.

Elevation of station is 10 feet by hand levels.

U. S. 472, Tamiami Trail, Fla. (Monroe County, H. E. McConnell, 1934).—Station is located 12.4 miles west along State Highway 27A from the wye at the junction of U. S. Highway 94, about 1.4 miles west of point where road makes 25° turn to an approximate west direction which then continues until it turns north, 10 yards north of highway, on a limestone boulder which does not project above the ground.

Elevation of station is 1 foot by barometric leveling.

U. S. 473, Tamiami Trail, Fla. (Collier County, H. E. McConnell, 1934).—Station is located 18.9 miles northwest along U. S. Highway 94 from the wye at the east junction of State Highway 27A, 40 yards south of telephone pole No. 1780, about 1.2 miles west of Shell Eastern Petroleum Products, Inc., service station on highway.

Elevation of station is 12 feet by hand levels.

U. S. 474, Ochopee, Fla. (Collier County, H. E. McConnell, 1934).—Station is located in Ochopee, 5.35 miles east of Atlantic Coast Line Railroad crossing on U. S. Highway 94, 200 yards north of highway across canal, and near warehouse on north side of canal.

Elevation of station is 7 feet by hand levels.

U. S. 475, Miles City, Fla. (Collier County, H. E. McConnell, 1934).—Station is located on road to Immokalee, 17.4 miles north of U. S. Highway 94, about ½ mile north of Miles City railroad station of the Atlantic Coast Line Railroad, 108 yards west of road over a grade crossing of railroad tracks, and in a tomato field at intersection of two dim roads.

Elevation of station is 13 feet by barometric leveling.

U. S. 476, Belle Meade, Fla. (Collier County, H. E. McConnell, 1934).—Station is located 1,110 yards S. 57° E. (mag.) of intersection of Marco branch of Atlantic Coast Line Railroad and U. S. Highway 94, at a crossroads, 65 yards south and 31 yards west of center of intersection.

Elevation of station is 6 feet by hand levels.

U. S. 477, Marco, Fla. (Collier County, H. E. McConnell, 1934).—Station is located on road from Marco to Collier City, 3.57 miles southeast of Marco Ferry, about 2.0 miles from Collier City, 7 yards north of highway, and about 150 yards east of where telephone line crosses highway at an acute angle of about 10°.

Elevation of station is 8 feet by barometric leveling.

U. S. 478, Bonita Springs, Fla. (Lee County, H. E. McConnell, 1934).—Station is located in Bonita Springs, on Wilson Street, 0.07 mile east of U. S. Highway 94, one block south of the Imperial River, and 41 yards south of road.

Elevation of station is 9 feet by barometric leveling.

U. S. 479, SE. of Fort Myers, Fla. (Lee County, H. E. McConnell, 1934).—Station is located on State Highway 184, 8.88 miles southeast of Fort Myers, at end of pavement on Anderson Avenue, where the

Atlantic Coast Line Railroad crosses the avenue, 34 yards north of road, marked by three blazed pine trees, about 300 yards east of a barbed wire gate in a fence on south side of road.

Elevation of station is 9.5 feet by barometric leveling.

U. S. 480, Fort Ogden, Fla. (DeSoto County, H. E. McConnell, 1934).—Station is located 1.6 miles northeast of Fort Ogden, 1.13 miles northeast of intersection of Atlantic Coast Line Railroad and the Seaboard Air Line Railway, on a dim road crossing the Atlantic Coast Line Railroad tracks from U. S. Highway 17, 142 yards northwest of Atlantic Coast Line Railroad tracks.

Elevation of station is 34 feet by barometric leveling.

U. S. 481, Lansing, Fla. (DeSoto County, H. E. McConnell, 1934).—Station is located 4.7 miles northwest of intersection of State Highway 18 and U. S. Highway 17 in Arcadia, 140 yards north and 20 yards west of brick schoolhouse at Bunker Landing, 65 yards east of county road, which is first paved road of Peace Creek.

Elevation of station is 42 feet by barometric leveling.

U. S. 482, Hicoria, Fla. (Highlands County, H. E. McConnell, 1934).—Station is located 6.7 miles north of New Venus, 2.4 miles south of Atlantic Coast Line Railroad station in Hicoria, near apparent topographical high ridge of area, 50 yards north of beginning of a wide curve of highway to the west, and 20 yards west of State Highway 67.

Elevation of station is 136 feet by barometric leveling.

U. S. 483, Fisheating, Fla. (Highlands County, H. E. McConnell, 1934).—Station is located 25.4 miles east of junction of State Highway 18 and U. S. Highway 17 in Arcadia, 6.8 miles west of intersection of State Highways 67, 8, and 18 about 0.5 mile south of Childs, about 260 yards west of a wooden highway bridge, opposite power line pole No. 40–L–3, 120 yards south of State Highway 18, on a dim road which intersects the highway and continues north over a log cattle guard in fence, about 18 yards west of cross road, and near a large palmetto bush.

Elevation of station is 85 feet by hand levels.

U. S. 484, Dorr Field, Fla. (DeSoto County, H. E. McConnell, 1934).—Station is located at Dorr Flying Field, now deserted, 12 miles east of intersection of State Highway 18 and U. S. Highway 17 in Arcadia, 200 yards south and 40 yards west of power line pole No. 52–L–9, on concrete foundation of one of razed buildings, in east end of second building foundation from east in the long row of building foundations.

Elevation of station is 75 feet by hand levels.

U. S. 485, Childs, Fla. (Highlands County, H. E. McConnell, 1934).—Station is located 3.8 miles north of Atlantic Coast Line Railroad station in Hicoria, 0.69 mile south of intersection of State Highways 8, 67, and 18 at Childs Corner, 98 yards east of State Highway 67, 27 yards north of a clay-covered road on north side of large Robling Estate.

Elevation of station is 122 feet by barometric leveling.

U. S. 486, Brighton, Fla. (Highlands County, H. E. McConnell, 1934).—Station is located on State Highway 8, 7.5 miles west of the New Brighton post office, 2.5 miles west of northwest corner of Glades County, west of two palm groves on a hammock, directly behind a square two-story house with a deserted service station nearby, and 95 yards south of State Highway 8.

Elevation of station is 35.5 feet by hand levels.

U. S. 487, Kissimmee River, Fla. (Okeechobee County, H. E. McConnell, 1934).—Station is located 10.1 miles west of Oceola Avenue in Okeechobee, 540 yards west of the west end of bridge over Kissimmee River, 6.8 miles east of New Brighton, 280 yards south of center line of State Highway 8, opposite power line pole No. 12–L–2, and in cut-over timber behind deserted farmhouse.

Elevation of station is 28 feet by hand levels.

U. S. 488, Canal Point, Fla. (Palm Beach County, H. E. McConnell, 1934).—Station is located on State Highway 194, 3.38 miles north of bridge across West Palm Beach Canal at Canal Point on Lake Okeechobee, 2.98 miles south of where highway crosses the Florida East Coast Railway, 255 yards north of south end of railroad track, 35 yards east of center line of State Highway 194, 14 yards southeast of a 12- by 12-foot yellow frame house, 17 yards southeast of a 30-inch rubber tree, and 20 yards west of a short row of banana palms.

Elevation of station is 16 feet by hand levels.

U. S. 489, East of Okeechobee, Fla. (Okeechobee County, H. E. McConnell, 1934).—Station is located on State Highway 8, 10.9 miles northeast of Oceola Avenue in Okeechobee, 180 yards west of the Okeechobee-

St. Lucie county line, 85 yards south of center line of State Highway 8, opposite power line pole No. 27–L–12, and on the site of a razed farmhouse.

Elevation of station is 62 feet by barometric leveling.

U. S. 490, Fort Pierce, Fla. (St. Lucie County, H. E. McConnell, 1934).—Station is located on State Highway 8, 2.6 miles southwest of the Florida East Coast Railway station in Fort Pierce, 22 yards north of a graded, sandy cross street which is almost directly in line with the city water tower, 300 yards east of intersection of this street with State Highway 8, and about 270 yards east of "Macs" deserted stucco service station.

Elevation of station is 20 feet by barometric leveling.

U. S. 491, West of Fort Pierce, Fla. (St. Lucie County, H. E. McConnell, 1934).—Station is located on State Highway 8, 12.8 miles southwest of the Florida East Coast Railway station in Fort Pierce, 24.8 miles northeast of intersection of State Highway 8 and Oceola Avenue in Okeechobee, 9 telephone poles west of a large drainage canal beside which a road leads north, 110 yards south of State Highway 8, along dim side road 32 yards west of road, and in a hollow, north of three tall pine trees and south of a clump of scrub cypress.

Elevation of station is 23 feet by barometric leveling.

U. S. 492, Babson Park, Fla. (Polk County, H. E. McConnell, 1934).—Station is located in Babson Park, 580 yards northwest of main building of Weber College, 385 yards west of intersection of State Highway 8 with a paved road, 10 yards east of a road surfaced with red clay, 10 telephone poles northwest along State Highway 8 from Weber College, 195 yards southwest of center line of State Highway 8, and 35 yards north of paved side road.

Elevation of station is 140 feet by barometric leveling.

U. S. 493, Auburndale, Fla. (Polk County, H. E. McConnell, 1934).—Station is located 0.58 mile west of city hall in Auburndale, on paved street 30 yards west of intersection of Atlantic Coast Line Railroad and Seaboard Air Line Railway, 220 yards north of crossing of this street with Seaboard Air Line Railway, 96 yards south of center line of State Highway 17, 7 yards east of center line of north-south street, on concrete sidewalk, and almost due east of center of Adams Packing Co. fruit packing house across Seaboard Air Line Railway tracks.

Elevation of station is 152 feet by hand levels.

U. S. 494, Mabel, Fla. (Lake County, H. E. McConnell, 1934).—Station is located 8 miles northwest of Groveland along State Highway 22 and county road, 195 yards due east of south end of Seaboard Air Line Railway station in Mabel, 1.0 mile southwest of intersection of county road with State Highway 22, on a line 5° west of north from intersection of Seaboard Air Line Railway and Atlantic Coast Line Railroad at Mabel, and 93 yards southeast of paved county road to Linden.

Elevation of station is 97 feet by hand levels.

U. S. 495, Ocala, Fla. (Marion County, H. E. McConnell, 1934).—Station is located in Ocala, 5 blocks east along Oklawaha Street and 9 blocks north along Anthony Road from courthouse, 125 yards east of center line of Anthony Road, 100 yards southeast of Seaboard Air Line Railway, near top of hill, 20 yards southwest of west one of two pine trees, and 55 yards northeast of six maple trees.

Elevation of station is 103 feet by barometric leveling.

U. S. 496, Dade City, Fla. (Pasco County, H. E. McConnell, 1934).—Station is located 3.5 miles southwest of Seaboard Air Line Railway crossing in Dade City, along southernmost paved road to Lake Jovita, almost due north of west end of fenced orange grove owned by L. C. Hawes, 200 yards southwest of guard fence on road shoulder (opposite sand pit) to gate entering L. C. Hawes property on south, 94 yards northwest of center line of paved road, on west slope of oak-covered ridge, and about 22 yards equidistant northwest from two 10-inch oak trees.

Elevation of station is 143 feet by barometric leveling.

U. S. 497, Dover, Fla. (Hillsborough County, H. E. McConnell, 1934).—Station is located 0.85 mile east of Atlantic Coast Line Railroad station in Dover, 48 yards west of a north-south graded road, 153 yards south of railroad crossing with this graded road, 176 yards south of center line of State Highway 23 measured along graded road, west of a small cluster of small white-oak trees, and southwest of a grove of yellow-pine trees.

Elevation of station is 124 feet by hand levels.

U. S. 498, Sanibel, Fla. (Lee County, H. E. McConnell, 1934).—Station is located on Sanibel Island, 8 yards north of the north row of legs of lighthouse tower, due north of center of tower on a concrete sidewalk, 80 yards west of triangulation station stamped "SANI 1934" in azimuth 280°, 23 yards southwest of reference mark stamped "SANI NO. 2 1934," and on ninth concrete block in sidewalk northeast of stairway entrance to lightkeeper's house.

Elevation of station is 2.5 feet by hand levels.

U. S. 499, Naples, Fla. (Collier County, H. E. McConnell, 1934).—Station is located at Seaboard Air Line Railway station in Naples, at north end of concrete platform on west side of station building, opposite Colored entrance, on west edge of platform, 85 yards north of center line of State Highway 27, 211 yards west and 132 yards south of triangulation station stamped "NAPLES 1934."

Elevation of station is 5 feet by hand levels.

U. S. 500, Royal Palm Hammock, Fla. (Collier County, H. E. McConnell, 1934).—Station is located 20.5 miles north and west of Everglades, 15.7 miles west of crossing of Atlantic Coast Line Railroad and U. S. Highway 94 at Carnestown, behind Royal Palm Hammock service station, 63 yards northwest along highway from bridge No. 37A, 65 yards southwest of center line of highway, and 25 yards northwest of drainage canal.

Elevation of station is 3 feet by hand levels.

U. S. 501, South of Deep Lake, Fla. (Collier County, H. E. McConnell, 1934).—Station is located 11.2 miles north of Everglades, 7.00 miles north of U. S. Highway 94, 2.8 miles south of Collier County Canning Co. plant at Deep Lake, 55 yards south of a graded road, 48 yards west of west rail of Everglades Branch of Atlantic Coast Line Railroad, and 5 yards southeast of southernmost of two 8-inch pine trees with a few scrub cypress nearby.

Elevation of station is 11 feet by barometric leveling.

U. S. 502, Tamiami Trail, Fla. (Collier County, H. E. McConnell, 1934).—Station is located on U. S. Highway 94, 4.2 miles north and 28.2 miles east of Everglades, 4.8 miles northwest of rock-arch monument across highway at Collier-Dade county line, 15 telephone poles west of west point of tangency of a long curve in highway, 3 telephone poles east of highway bridge No. 138, 13 yards southeast of telephone pole No. 1489E8, and about 19 yards south of center line of highway.

Elevation of station is 8 feet by hand levels.

U. S. 503, Everglades, Fla. (Collier County, H. E. McConnell, 1934).—Station is located 0.8 mile south of west end of main street in Everglades, 0.5 mile along shell road from fork in Riverside Avenue, which is 0.3 mile from foot of main street in Everglades, 7 yards north of shell road, 55 yards north of shoreline of bay, 100 yards west of city dump yard, about 30 yards west of east side of large thicket of bushes, and S. 7° W. (mag.) from the city water tower.

Elevation of station is 3 feet by hand levels.

U. S. 504, Northwest of Immokalee, Fla. (Hendry County, H. E. McConnell, 1934).—To reach station from Atlantic Coast Line Railroad station in Immokalee, follow State Highway 164 to point 4.9 miles northwest, turn left on graded, one-way, loose-sand road and continue across unwooded country to a waterhole on both sides of road at 9.9 miles, continue to creek at 10.5 miles and enter wooded country, turn left at 10.7 miles on graded, sand road at junction and continue straight to a junction with ungraded dirt road at 11.5 miles, turn left and continue to station 14.0 miles from Immokalee. Station is located 0.4 mile northeast of Corkscrew schoolhouse, 90 yards south on dim sand road, 76 yards east of road, 14 yards north of tall, charred, dead tree, 11 yards west of a 12-foot tree stump, and about 87 yards approximately north of a fence line.

Elevation of station is 21 feet by barometric leveling.

U. S. 505, East of Immokalee, Fla. (Hendry County, H. E. McConnell, 1934).—To reach station from Atlantic Coast Line Railroad depot in Immokalee follow highway from depot to first turn south, follow southernmost of three dim, sandy roads that meet here along road nearly parallel to highway for 1.0 mile, turn left at house and continue winding southeast through a cattle gate in fence about 2.1 miles, take left fork around farm and continue winding east to grading and bridge across slough about 7.5 miles, continue straight and follow best-travelled road east to State Game Refuge line 13.4 miles, continue 2.4 miles to station. Station is located 14 yards south of road, about 40 yards west of west edge of a large group of palmetto bushes with lone 25-foot palmetto tree in center.

Elevation of station is 16 feet by barometric leveling.

U. S. 506, Game Refuge, Fla. (Hendry County, H. E. McConnell, 1934).—To reach station from gravity station U. S. 505, follow State Highway 9 east until crossing east boundary of State Game Refuge, turn north

off road across country about ¼ mile to section corner marked by concrete post and cypress pole, cut across country due east through open prairie and tall grass to station circling swamps and lowland. Station is located 8 miles due east of gravity station U. S. 505 along township base line, 7 yards north of State Land Survey marker, which is a concrete post with an aluminum disk marked by a projecting 10-foot cypress pole, ½ mile west of southwest corner of a barbed wire fence.

Elevation of station is 11 feet by barometric leveling.

U. S. 507, South of La Belle, Fla. (Hendry County, H. E. McConnell, 1934).—Station is located 15.6 miles north of Immokalee, 9.4 miles south of Seaboard Air Line Railway station at La Belle on State Highway 164, 38 yards west of highway, in center of a group of pine trees, 8 yards north of dim road which intersects highway 115 yards south of a wooden bridge identified by a blazed pine tree with a railroad spike driven into the butt and "B.M. No. 29" inscribed thereon, 49 yards southwest of telegraph pole No. 258E14, and 2 miles north of gravel pit on State Highway 164.

Elevation of station is 25 feet by barometric leveling.

U. S. 508, Immokalee, Fla. (Collier County, H. E. McConnell, 1934).—Station is located 1.25 miles west and 0.50 mile north of Atlantic Coast Line Railroad station at Immokalee, 47 yards south of corner where State Highway 164 turns north to La Belle, 16 yards west of center line of gravel road, 35 yards south of yellow shack, 86 yards southwest of a Standard Oil Co. service station and general store, and in northeast corner of sec. 4, T. 47 S., R. 29 E.

Elevation of station is 33 feet by barometric leveling.

U. S. 509, Krome Avenue, Fla. (Dade County, H. E. McConnell, 1934).—Station is located 12.9 miles west of the Granada Entrance of Coral Gables along U. S. Highway 94, thence 8.9 miles south of U. S. Highway 94 along Krome Avenue, 0.6 mile south of north end of macadam pavement on Krome Avenue, about 250 yards south of boundary between sawgrass flats and palm-covered ridge, at about the center of an open strip with palm on both north and south, 49 yards west of center line of Krome Avenue, and 12 yards north of intersection of a dim road, measured along the highway.

Elevation of station is 8 feet by barometric leveling.

U. S. 510, Pennsuco, Fla. (Dade County, H. E. McConnell, 1934).—Station is located 17.1 miles northwest of west end of Venetian Causeway in Miami, measured north along Biscayne Boulevard, west along Thirty-sixth Street, then northwest along Miami Drainage Canal, 0.8 mile northwest of Pennsuco settlement and post office, 275 yards southeast along highway from a 4- by 6-foot concrete culvert on highway, thence 83 yards due north on a weed-covered rock road grade, and 10 yards east of a woven-wire fence in center of old road grade.

Elevation of station is 16 feet.

U. S. 511, Hallandale, Fla. (Broward County, H. E. McConnell, 1934).—Station is located in front of Savoy Night Club at Hallandale Municipal Beach, 1.7 miles south and 1.5 miles east of the circle drive in Hollywood, 46 feet S. 69° E. (mag.) from triangulation station stamped "NO. 8 1928," 19 yards east of east entrance to Savoy Club, on an 18-inch round concrete pier with pipe in center.

Elevation of station is 8.5 feet by barometric leveling.

U. S. 512, New Haven, Conn. (New Haven County, H. E. McConnell, 1934).—In New Haven, on Prospect Avenue, ½ block north of Sachem Avenue, in Sloan Physics Laboratory, Yale University. Station is located on ground floor of laboratory in room 17, on the south and lower one of two brick piers capped by a concrete square.

Elevation of station is 68 feet by barometric leveling.

U. S. 513, Beaver Hill, Conn. (New Haven County, H. E. McConnell, 1934).—In northwest section of New Haven, in west corner of vacant lots near top of Beaver Hill, 18 yards northeast of center line of Glen Road, 19 yards southeast of center line of cross street at end of Glen Road, one block northwest of Boulevard Street, 14 yards S. 60° E. (mag.) from a 24-inch elm tree.

Elevation of station is 99 feet by barometric leveling.

U. S. 514, Northwest of Westville, Conn. (New Haven County, H. E. McConnell, 1934).—In Woodbridge, northwest of Westville, New Haven. To reach station from Masonic Temple in Westville follow State Highway 67, 3.43 miles to point where highway curves sharply to right, turn left on narrow gravel side road 0.29 mile. Station is located 6 feet west of fence on east side of road, 10 feet south of corner post of cross fence, 27 feet south of center of a field gate, 30 feet north of a 24-inch elm tree, and about 15 yards west of a one-room shack.

Elevation of station is 355 feet by barometric leveling.

U. S. 515, Chestnut Ridge, Conn. (New Haven County, H. E. McConnell, 1934).—In Orange, southwest of New Haven. To reach station from New Haven follow the New Haven to Derby highway for 3.9 miles west of the west side of the Green, turn north on side road parallel to it and about 200 yards west of a side road marked "Indian Road." Station is located 300 yards north of the highway along side road, 20 feet east of center line of side road, and 35 yards south of an outcropping rock near the east side of the road.

Elevation of station is 297 feet by barometric leveling.

U. S. 516, West Rock, Conn. (New Haven County, H. E. McConnell, 1934).—In Hamden, northwest of New Haven. To reach station from the intersection of the town lines of New Haven, Woodbridge, and Hamden, which is marked by a concrete marker opposite a sharp curve in Baldwin Drive where two lanes of traffic go on opposite sides of three trees in the center of the road, follow Baldwin Drive 0.59 mile north from the intersection. Station is located on top of an outcropping rock about 22 feet east of the center line of the road, just beyond the road ditch, and about 8 yards south of the south end of a short built-up wall at the road edge.

Elevation of station is 487 feet by hand levels.

U. S. 517, Branford Hill, Conn. (New Haven County, H. E. McConnell, 1934).—In Branford. To reach station from the East Haven city hall follow U. S. Highway 1 east 1.77 miles. Station is located at the top of Branford Hill, 115 yards southwest of highway, 15 yards south of old rutted road leading across open field at top of hill, 30 yards northeast of scrub trees, and about 20 yards south of the very highest point of the hill.

Elevation of station is 154 feet by barometric leveling.

U. S. 518, Pine Orchard, Conn. (New Haven County, H. E. McConnell, 1934).—In Pine Orchard, in town of Branford. Station is located 0.20 mile north of the New York, New Haven & Hartford Railroad station at Pine Orchard, in a small cleared field just south of the New Haven Trap Rock Co. railroad tracks, 31 yards south of the tracks, 105 yards east of oiled road, and 40 yards east of a north-south rock fence on the property of Sheldon House.

Elevation of station is 42 feet by barometric leveling.

U. S. 519, North Branford, Conn. (New Haven County, H. E. McConnell, 1934).—In North Branford. To reach station from North Branford follow paved road southeast about 1.7 miles to its intersection with U. S. Highway 1. Station is located 300 yards north of this intersection through a field, past a farm house on the corner, to an east-west row of old apple trees just north of a shallow drain, 6 feet northwest of the easternmost apple tree, 17 yards west of a barbed wire pasture fence.

Elevation of station is 147 feet by barometric leveling.

U. S. 520, Totoket, Conn. (New Haven County, H. E. McConnell, 1934).—In Totoket in town of North Branford. To reach station from Fair Haven follow Quinnipiac Avenue north to about four blocks north of the underpass of the New York, New Haven & Hartford Railroad, turn right on paved road and proceed east through Foxon to Totoket. Station is located in the Jerome Harrison School, on the basement floor, 6 feet below the ground level, 1 foot north of the south wall, and 17 feet west of the east wall.

Elevation of station is 74 feet by barometric leveling.

U. S. 521, Durham Center, Conn. (Middlesex County, H. E. McConnell, 1934).—In Durham. To reach station from Durham Center village hall follow U. S. highway 1 west about 0.71 mile, turn west on an east-west side road 0.35 mile. Station is located on a farm owned by William S. Cornall, 41 yards north of center line of side road, 12 yards southwest of the southwest tree of two north-south rows of old apple trees, 14 yards west of west side of plowed field, 100 yards east of a two-story farmhouse built on top of a ridge.

Elevation of station is 168 feet by barometric leveling.

U. S. 522, Rockland, Conn. (New Haven County, H. E. McConnell, 1934).—In Madison. To reach station from the Community Building in Rockland follow State Highway 79 north 1.4 miles. Station is located about 120 yards east of highway in the center of a cleared lowland, 310 yards north of a side road leading to the east, about 170 yards south of a very small brook, 160 yards north of a barbed wire fence, and opposite a point where the highway curves to the left.

Elevation of station is 310 feet by barometric leveling.

U. S. 523, Fair Haven, Conn. (New Haven County, H. E. McConnell, 1934).—In New Haven. In the city of Fair Haven, on Rosewood Avenue, one block south of Hemingway Street, 100 yards east of the New York, New Haven & Hartford Railroad, about one block east of Quinnipiac Avenue. Station is located 5 yards south of a fence corner on the east side of a little-used street, in line with the north-south panel of the fence, at the end of cinder road on Rosewood Avenue, and at top of hill from north.

Elevation of station is 26 feet by barometric leveling.

U. S. 524, Portland, Conn. (Middlesex County, H. E. McConnell, 1934).—In Portland. Station is located on the corner of East Main Street and Fairview Heights Street, one block east of Willimantic Highway, at the Central Grade School, on the concrete sidewalk at south end of wooden stairs at the rear entrance of school.

Elevation of station is 114 feet by barometric leveling.

U. S. 525, Cobalt, Conn. (Middlesex County, H. E. McConnell, 1934).—In Portland. To reach station from Cobalt follow State Highway 14 west 0.35 mile. Station is located 70 yards north of highway, 15 yards west of a ravine opposite a point where refuse is dumped into the ravine, 13 yards south of a narrow gravel road on the cleared slope of a hill, 290 yards west of the Portland-East Hampton town line along the highway.

Elevation of station is 153 feet by barometric leveling.

U. S. 526, South of Rocky Hill, Conn. (Hartford County, H. E. McConnell, 1934).—In Rocky Hill. To reach station from the center of Rocky Hill follow State Highway 9 south 1.4 miles, turn west on Brook Street (a tarred road) 0.26 mile. Station is located 80 yards north of the center line of Brook Street, 68 yards north of a pole gate in a fence, near the center of a grassy knoll dotted with arborvitae trees, and 63 yards due north of a concrete post which is a right-of-way marker for Highway Department.

Elevation of station is 131 feet by barometric leveling.

U. S. 527, Bloomfield, Conn. (Hartford County, H. E. McConnell, 1934).—In Bloomfield. Station is located on Park Avenue, near Jerome Avenue, about 420 yards southeast of Bloomfield Avenue, at the Bloomfield High School, at the west rear entrance, on concrete step at the entrance to the gymnasium near the baseball diamond.

Elevation of station is 109 feet by barometric leveling.

U. S. 528, Milldale, Conn. (Hartford County, H. E. McConnell, 1934).—In Southington. Station is located in the village of Milldale, near the northeast corner of an old apple orchard on property owned by Charles M. Russell, 130 yards east of Clark Street, 217 yards north of the intersection of Clark Street and State Highway 14, about two blocks east of the New York, New Haven & Hartford Railroad, and 6 yards southeast of the center one of three large apple trees set in line east and west.

Elevation of station is 148 feet by barometric leveling.

U. S. 529, West of Marion, Conn. (New Haven County, H. E. McConnell, 1934).—In Wolcott. To reach station from Marion follow State Highway 14 west 1.1 miles from the east town line of Wolcott. Station is located about 200 yards north of State Highway 14, on land owned by A. M. Winchell, in a wye formed by the intersection of Lewis Avenue and Todd Road, 80 yards north of the junction of Lewis Avenue and Todd Road, 26 yards south of a barbed wire fence and 20 yards due south of a well with small pump, 5 yards southeast of the southeast corner of an excavation for a new house, and set on top of a flat outcropping rock level with the ground.

Elevation of station is 676 feet by barometric leveling.

U. S. 530, Forestville, Conn. (Hartford County, H. E. McConnell, 1934).—In Bristol. Station is located in the village of Forestville, on Academy Street, about 2½ blocks (430 yards) north of the Forestville railroad station, at the Sarah E. Reynolds Grammar School, on concrete sidewalk, 8 feet north of northwest rear entrance, in second sidewalk square north of door steps, near edge of walk.

Elevation of station is 252 feet by barometric leveling.

U. S. 531, Bristol, Conn. (Hartford County, H. E. McConnell, 1934).—In Bristol. On Terryville Avenue, 1.1 miles east of a small lake, 0.5 mile west of the underpass under the New York, New Haven & Hartford Railroad, in a corner of a hay field, at the top of a long hill. Station is located almost due north of the west entrance to a large cemetery on the south side of the road, 330 yards north of Terryville Avenue, 4 yards north and 6 yards west of the northeast corner of a fence paralleled by a silver-aspen thicket, in a hollow about 7 feet lower than the top of a small knoll to the east, and about 60 yards southeast of a pond.

Elevation of station is 641 feet by barometric leveling.

U. S. 532, Weatogue, Conn. (Hartford County, H. E. McConnell, 1934).—In Simsbury. Station is located in Weatogue, 34 yards northwest of barn No. 3 of the most northerly row of tobacco barns on the Sumatra Tobacco Plantation, on a line midway between barn No. 2 and barn No. 3 counting from the north, 0.69 mile northeast along highway from the intersection of the highway with the New York, New Haven & Hartford Railroad, 100 yards northwest of the center line of the highway, 50 yards southeast of the track.

Elevation of station is 177 feet by barometric leveling.

U. S. 533, Canton, Conn. (Hartford County, H. E. McConnell, 1934).—In Canton. To reach station from Canton follow State Highway 101 west 0.55 mile from the intersection of the two State Highways in Canton. Station is located in a rocky, tree-covered pasture owned by Mr. Fuller, 105 yards southwest of State Highway 101, 43 yards northwest along a rock fence from an old rock-lined well, 7 yards northeast of a rock fence, 10 yards east of an 18-inch spreading maple tree, and about 4 yards southeast of the line of an old wire and rock fence.

Elevation of station is 335 feet by barometric leveling.

U. S. 534, Windsor, Conn. (Hartford County, H. E. McConnell, 1934).—In Windsor. To reach station from Windsor follow U. S. Highway 5A south about 2 miles. Station is located along Croton Street, 263 yards southeast of U. S. Highway 5A, at the Deerfield Grammar School, at the southeast corner of building, on concrete sidewalk in indented corner of building, outside of building, 2 feet southeast of west wall of the corner, and 1 foot northeast of edge of concrete.

Elevation of station is 88 feet by barometric leveling.

U. S. 535, Bolton Notch, Conn. (Tolland County, H. E. McConnell, 1934).—In Bolton. Station is located in the village of Bolton Notch, 270 yards south of the viaduct of U. S. Highway 6 across the New York, New Haven & Hartford Railroad, in center of small meadow completely surrounded by wooded hills, 90 yards southwest of rock fence beside a road leading to two farmhouses, 140 yards west of a road leading in a northeasterly direction.

Elevation of station is 615 feet by hand levels.

U. S. 536, Rockville, Conn. (Tolland County, H. E. McConnell, 1934).—In Vernon. Station is located on east side of village of Rockville, 75 yards east of East Street, on a vacant lot between No. 17 and No. 29 East Street, 190 yards south of State Highway 74, 20 yards west of a low, tree-covered, steep slope, at top of which is St. Bernard Cemetery, 13 yards southeast of large apple tree, 21 yards southwest of another large apple tree, 10 yards north of property line, and 7 yards south of small shack with concrete foundation.

Elevation of station is 509 feet by barometric leveling.

U. S. 537, New Hartford, Conn. (Litchfield County, H. E. McConnell, 1934).—In New Hartford. To reach station from New Hartford follow State Highway 179 east from New Hartford, turn south on side road after crossing bridge across East Branch of Farmington River. Station is located 1.53 miles southeast of New Hartford, 0.30 mile south of State Highway 179 along an oiled road 170 yards north from wooden bridge across a brook, 58 yards west of this oiled road, 90 yards east of East Branch of Farmington River, on top of a flat surface rock near home base of a little-used baseball diamond.

Elevation of station is 374 feet by barometric leveling.

U. S. 538, West of Rockville, Conn. (Tolland County, H. E. McConnell, 1934).—In Vernon. To reach station from Rockville follow State Highway 107 west 1.57 miles, turn right on side road toward Windsorville 0.87 mile west along a 3-phase power line to first crossroad west of New York, New Haven & Hartford Railroad, turn north 0.29 mile to first farmhouse. Station is located on Burr Nursery Farm, 116 yards west of road, 130 yards southwest of farmhouse, 31 yards south of an east-west wire fence in cultivated field.

Elevation of station is 242 feet by barometric leveling.

U. S. 539, NE. of East Windsor Hill, Conn. (Hartford County, H. E. McConnell, 1934).—In South Windsor. To reach station from Hartford follow U. S. Highway 5 north of East Windsor Hill, turn left on State Highway 194, 0.40 mile to Rye Street, along Rye Street 1.42 miles to Rye Street Grammar School, turn right to Shepard Road 0.42 mile. Station is located on main tobacco farm of J. E. Shepard, near center of cultivated sandy field in which there are several long tobacco barns, 142 yards southeast of farmhouse, 108 yards southeast of road, and almost due south of Shepard Farm water tank.

Elevation of station is 115 feet by barometric leveling.

U. S. 540, Springfield, Mass. (Hampden County, H. E. McConnell, 1934).—In Springfield. Station is located on Summer Avenue, 0.1 mile east of Longhill Avenue, at Summer Avenue School, on granite block doorstep at the east entrance to school, at north end and near center of the block.

Elevation of station is 171 feet by barometric leveling.

U. S. 541, West Stafford, Conn. (Tolland County, H. E. McConnell, 1934).—In Stafford. Station is located 0.48 mile east of intersection of State Highways 15 and 20 in West Stafford, on side of hill 63 yards north of highway, on the east doorstep stone block of wooden two-room schoolhouse.

Elevation of station is 591 feet by barometric leveling.

U. S. 542, Tatum, Mass. (Hampden County, H. E. McConnell, 1934).—In West Springfield. Station is located on U. S. Highway 20 in the village of Tatum, 1.67 miles east of Westfield-West Springfield town line, 0.7 mile east of highway viaduct across New York, New Haven & Hartford Railroad, at the Tatum Grammar School, a one-story brick building built in form of a "U," on east side of the west rear entrance inside the "U," in alcove outside the door on south side of building, on top step, and below door sill.

Elevation of station is 210 feet by barometric leveling.

U. S. 543, Westfield, Mass. (Hampden County, H. E. McConnell, 1934).—In Westfield. Station is located on Court Street opposite Gay Avenue, at the Massachusetts State Normal School, in doorway alcove of north entrance on east side of building, on north half of concrete slab, 4 feet west of outside wall, and outside of door.

Elevation of station is 154 feet by barometric leveling.

U. S. 544, Somers, Conn. (Tolland County, H. E. McConnell, 1934).—In Somers. Station is located 1.1 miles west of intersection of State Highways 83 and 20 in Somers, about 0.7 mile east of Somersville, in cultivated field owned by Mr. Ray Howard, 12 telephone poles east of highway bridge across Scantic River, 110 yards northeast of State Highway 20, 35 yards west of pasture fence, and about 200 yards east of farmhouse behind which is a long tobacco barn.

Elevation of station is 197 feet by barometric leveling.

U. S. 545, Russell, Mass. (Hampden County, H. E. McConnell, 1934).—In Russell. Station is located on Main Street, about 200 yards west of bridge across Westfield River, at the Russell grade school, on concrete sidewalk behind building, midway between basement entrance and rear steps leading into assembly hall, outside of building, and inside of the "L" of the L-shaped building.

Elevation of station is 294 feet by hand levels.

U. S. 546, West of Palmer, Mass. (Hampden County, H. E. McConnell, 1934).—In Palmer. Station is located 2.17 miles west of the city office building in Palmer, 1.20 miles southwest of highway underpass under Boston & Albany Railroad, ½ mile east of State Police Station, in a cultivated field owned by Mr. K. Johnson, 100 yards northwest of U. S. Highway 20, 90 yards north and 46 yards east of the Johnson farmhouse, 66 yards south of wire pasture fence, on a 15-by 5-foot protruding, flat-topped, granite boulder on bedrock outcrop, due west of two maple trees growing next to the largest rock outcrop in the field.

Elevation of station is 426 feet by barometric leveling.

U. S. 547, South Monson, Mass. (Hampden County, H. E. McConnell, 1934).—In Monson. To reach station from highway bridge near center of village of South Monson follow State Highway 32 south 0.23 mile, turn left on narrow road 0.36 mile. Station is located 70 yards east of road, in northeast corner of small cleared field at foot of a thickly wooded hill on a farm owned by Mr. Herbert Blodget, 150 yards northeast of Blodget farmhouse, about 150 yards south and 270 yards west of crossing of State Highway 32 over the Boston & Albany Railroad.

Elevation of station is 520 feet by barometric leveling.

U. S. 548, Ludlow, Mass. (Hampden County, H. E. McConnell, 1934).—In Wilbraham. Station is located 0.4 mile southeast along Stony Hill Road from highway bridge across Chicopee River at Ludlow, at a one-story L-shaped, brick schoolhouse, 100 yards east of Stony Hill Road, 230 yards north of Boston & Albany Railroad, 120 yards southwest of Chicopee River, in north alcove entrance to Pines School, near center of top step, level with door, about 3 feet above level of surrounding ground, and in line with the outer wall of school building.

Elevation of station is 257 feet by barometric leveling.

U. S. 549, Southeast of Springfield, Mass. (Hampden County, H. E. McConnell, 1934).—In East Longmeadow. Station is located about 5 miles southeast along Allen Street from Springfield, and 2½ miles northeast along Porter Road from East Longmeadow, in a field owned by Mr. Marvin W. Fisk, 280 yards south of intersection, 100 yards east of Porter Road, and 100 yards southwest of Allen Street.

Elevation of station is 227 feet by barometric leveling.

U. S. 550, Smith College, Mass. (Hampshire County, H. E. McConnell, 1934).—In Northampton. Station is located near intersection of West Street and Green Street, in the Lilly Hall of Science, Smith College, in southwest basement room No. 3, which is entered from room No. 2, on concrete floor, 11 feet east of inside of west wall, and 10 feet north of inside of south wall.

Elevation of station is 179 feet by hand levels.

U. S. 551, Leeds, Mass. (Hampshire County, H. E. McConnell, 1934).—In Florence. Station is located in village of Leeds, 1.59 miles northwest of triangle green in center of village of Florence along State Highway 9, in field used for baseball diamond, 184 yards northwest of State Highway 9, 90 yards north of Florence Street, about 140 yards northeast of Arch Street underpass under New York, New Haven & Hartford Railroad, 3 yards southeast of a pasture wire fence.

Elevation of station is 297 feet by barometric leveling.

U. S. 552, Amherst College, Mass. (Hampshire County, H. E. McConnell, 1934).—In Amherst. Station is located in Fayerweather Laboratory of Physics at Amherst College, in Research Room (room No. 1) in basement, just north of south entrance on east side of building, on concrete floor, 5 feet west of inside of east wall, and 5 feet south of north wall of room.

Elevation of station is 290 feet by hand levels.

U. S. 553, Nashua, N. H. (Hillsborough County, H. E. McConnell, 1934).—In Nashua. Station is located between Nashua River and Canal Street, in a factory building of the Nashua Manufacturing Co., Jackson Mills, in red-brick building nearest river, about 400 yards east of powerhouse and dam, on concrete formerly used as foundation for a machine in basement of building, level with floor, about 190 yards east of west end of building, 2 yards north of inside of south wall, and almost directly in line with west wall of a 30-by 30-foot indentation of built-up rock wall of the river embankment.

Elevation of station is 104 feet by barometric leveling.

U. S. 554, Beartooth Butte, Wyo. (Park County, H. E. McConnell, 1934).—Station is located about 42.2 miles southwest of post office in Red Lodge, Montana, on east shore of Beartooth Lake along new mountain highway to Cooke, 25 yards southeast of lake shore, 20 yards northwest of side road leading to Beartooth camp, 140 yards northeast of intersection of side road with main highway, 457 yards N. 27° E. (mag.) from bridge across Beartooth Outlet.

Elevation of station is 8,913 feet by hand levels.

U. S. 555, Fox, Mont. (Carbon County, H. E. McConnell, 1934).—Station is located at Fox, on a side road about 5 miles north of Red Lodge, at the Fox Dance Hall, 6 telephone poles west of State Highway 32 and grain elevator on Northern Pacific Railway, 5 yards north of building, 7 yards west of east wall of building, and 47 yards north of center line of side road.

Elevation of station is 5,026 feet.

U. S. 556, Roberts, Mont. (Carbon County, H. E. McConnell, 1934).—Station is located ⅓ mile north of the Northern Pacific Railway station in Roberts, on a side road that leads due north of town and then turns due west, on northeast corner of road turn, inside the road right-of-way fences, 200 yards west of State Highway 32, 5 feet west of north-south road fence, and 12 feet south of east-west road fence.

Elevation of station is 4,568 feet by barometric leveling.

U. S. 557, Luther, Mont. (Carbon County, H. E. McConnell, 1934).—Station is located opposite Luther post office in a rock-strewn field, about 300 yards west of the schoolhouse, near southwest corner of field, 75 feet north of road to Red Lodge, and 30 feet east of a side road to the north.

Elevation of station is 5,202 feet by barometric leveling.

U. S. 558, Roscoe, Mont. (Carbon County, H. E. McConnell, 1934).—Station is located on the ranch of A. George, at Roscoe, 95 yards east of Rosebud Creek, 123 yards north of highway, and 19 yards north of east side of a sheep barn.

Elevation of station is 5,011 feet by barometric leveling.

U. S. 559, Wapiti, Wyo. (Park County, H. E. McConnell, 1934).—Station is located 19.1 miles west of Shoshone Dam, on boundary line of Shoshone National Forest, at Wapiti Store, 81 yards south of center line of road between two rock pillars which mark entrance to the National Forest, 85 yards southeast of Wapiti post office and filling station, in center of a gateway, on top of a flat surface rock.

Elevation of station is 5,799 feet by barometric leveling.

U. S. 560, D'Wart, Mont. (Park County, H. E. McConnell, 1934).—Station is located on D'Wart Ranch about 18 miles north of Gardiner, on U. S. Highway 87 W, 1.7 miles north of side road that leads west across bridge to Carabella, 1.9 miles northeast of Tom Minor Creek Confluence, 700 yards east of Yellowstone River, 62 yards east of highway, and 25 yards north of gate and road leading to ranch house.

Elevation of station is 5,030 feet by barometric leveling.

U. S. 561, East of Brisbin, Mont. (Park County, H. E. McConnell, 1934).—Station is located 9 miles south of Livingston along U. S. Highway 87 W, 1.9 miles south of highway crossing over Suce Creek, 4 miles south of bridge over Yellowstone River, ½ mile east of the highway along a side road, on top of concrete step of a frame schoolhouse.

Elevation of station is 4,996 feet by barometric leveling.

U. S. 562, Pray, Mont. (Park County, H. E. McConnell, 1934).—To reach station from railroad station in Pray, which is about 20 miles south of Livingston, and opposite the confluence of Mill Creek, proceed 600 yards N. 12° W. (mag.), then 370 yards N. 40° W. (mag.). Station is located in an open range 53 yards west and 8 yards north of barbed wire fence corner, the fence posts continuing west toward a valley between mountains, apparently marking a section line.

Elevation of station is 4,932 feet by barometric leveling.

U. S. 563, Livingston, Mont. (Park County, H. E. McConnell, 1934).—Station is located on Livingston rodeo grounds, 12 yards north of north end of State Highway Commission machinery barn, and in line with east wall of this building, 21 yards west of fence on west side of golf course, 90 yards north of flagpole in front of golf clubhouse, and south of rodeo stadium.

Elevation of station is 4,481 feet by barometric leveling.

U. S. 564, Mission Creek, Mont. (Park County, H. E. McConnell, 1934).—Station is located about 2 miles northeast of Northern Pacific Railway station at Mission Creek, about 9 miles northeast of Livingston along U. S. Highway 10, about 260 yards east of highway bridge over Mission Creek, 75 yards south of highway, 37 yards west of fence line along east side of a north-south road, and 35 yards north of fence along south side of old unused highway.

Elevation of station is 4,385 feet by barometric leveling.

U. S. 565, Springdale, Mont. (Park County, H. E. McConnell, 1934).—Station is located 110 yards southwest of Northern Pacific Railway station in Springdale, 45 yards south of an east-west graded road, and 83 yards west of first track of railroad.

Elevation of station is 4,217 feet by hand levels.

U. S. 566, McLeod, Mont. (Sweetgrass County, H. E. McConnell, 1934).—Station is located 120 yards east of McLeod post office and general store, about 120 yards north of Boulder River, in a boulder-strewn field, 26 yards southeast of largest boulder which is atop a small rise, about 5 feet below top, and 180 yards south of a hot artesian well.

Elevation of station is 4,789 feet by barometric leveling.

U. S. 567, Reedpoint, Mont. (Sweetgrass County, H. E. McConnell, 1934).—Station is located at the red-brick Reedpoint high school building, at base of stairs leading to front entrance on northwest side of school, 3 feet northwest of south banister, and on edge of concrete block.

Elevation of station is 3,783 feet by hand levels.

U. S. 568, Laurel, Mont. (Yellowstone County, H. E. McConnell, 1934).—To reach station from Laurel, follow U. S. Highway 310 across Northern Pacific Railway tracks in Laurel, turn east along graded road following the railroad for ½ mile, then south 0.1 mile to farmhouse, through farmyard and directly east through gate to station on east side of farmyard. Station is located on the farm of Henry Foos, 33 yards due south of west end of fence around haystack, and 35 yards N. 10° E. of a straw pile.

Elevation of station is 3,284 feet by hand levels.

U. S. 569, Columbus, Mont. (Stillwater County, H. E. McConnell, 1934).—Station is located in Columbus, about 2½ blocks north of U. S. Highway 10, north of two red elevators on Northern Pacific Railway tracks belonging to Columbus Farmers Elevator Co., on east side of Diamond Street, on concrete sidewalk, 12 concrete sidewalk squares south of Third Avenue, and 20 squares north of church.

Elevation of station is 3,603 feet by hand levels.

U. S. 570, Absarokee, Mont. (Stillwater County, H. E. McConnell, 1934).—Station is located 0.4 mile south of stone high school in Absarokee, on the Rosebud Fur Farm, 180 yards east of gravelled highway, in Stillwater River Valley, 15 yards south of north side of fox enclosure, 7 yards east of east side of enclosure, and 4 yards north of a garden fence.

Elevation of station is 4,081 feet by hand levels.

U. S. 571, Coburn, Mont. (Yellowstone County, H. E. McConnell, 1934).—Station is located 12 miles southeast of Billings along U. S. Highway 87E, 1 mile southwest along old railroad grade (now a highway)

to old station of Coburn, in Pryor Creek Valley, 0.20 mile northeast of fork road up Bitter Creek Canyon, 400 yards northeast of schoolhouse, ¼ mile northeast of old Coburn station and section house, on concrete foundation of an old destroyed coal chute, 6 feet east of west end of second concrete abutment from north in a group of northeast-southwest abutments.

Elevation of station is 3,343 feet by barometric leveling.

U. S. 572, Hardin, Mont. (Big Horn County, H. E. McConnell, 1934).—Station is located in the northwest edge of Hardin, at the high school, at northwest entrance on concrete floor of alcove, 7 feet north of door, 3 feet west of brick wall inside of alcove, and approximately 2 feet above surrounding ground.

Elevation of station is 2,906 feet by hand levels.

U. S. 573, Crow Agency, Mont. (Big Horn County, H. E. McConnell, 1934).—Station is located in Crow Agency about 1 block diagonally east of the east corner of tree-covered park, 145 yards west of the artificial channel of Little Big Horn River, about one block south of mill and steam plant, 26 yards northeast of small concrete building, on southeast edge of concrete approach to a 38- by 60-foot frame garage, and 5 feet southwest of front of building.

Elevation of station is 3,028 feet by hand levels.

U. S. 574, St. Xavier, Mont. (Big Horn County, H. E. McConnell, 1934).—Station is located about 24 miles southwest of Hardin, in the Big Horn River Valley, Crow Indian Reservation, at St. Xavier, due east of general store and service station, directly south of a small frame house, 195 yards south and 520 yards east along section-line road from main brick building of St. Xavier Mission, 90 yards east of intersecting street to Old Fort C. F. Smith, on east end of concrete sidewalk, and at former entrance of a burned-down bank.

Elevation of station is 3,064 feet by barometric leveling.

U. S. 575, Old Fort C. F. Smith, Mont. (Big Horn County, H. E. McConnell, 1934).—Station is located on Crow Indian Reservation, Big Horn River Valley, about 20 miles southwest of St. Xavier, in center of ruins of old fort, 12 yards west of old stone slab monument marking Old Fort C. F. Smith, 48 yards south of an east-west fence line that runs through north wall of fort, on top of hill.

Elevation of station is 3,406 feet by barometric leveling.

U. S. 576, Lodge Grass, Mont. (Big Horn County, H. E. McConnell, 1934).—Station is located 420 yards south of Chicago, Burlington & Quincy Railroad station in Lodge Grass, about 80 yards west of railroad track, in the tourist camp, 9 yards east of a barbed wire fence, and about 30 yards north of a brick church on the opposite and west side of street.

Elevation of station is 3,368 feet by barometric leveling.

U. S. 577, East Bridger, Mont. (Carbon County, H. E. McConnell, 1934).—Station is located in East Bridger, 147 yards east of main track of Montana, Wyoming & Southern Railroad, in field, 35 yards south of center line of graded road which is south of railroad station, almost due south of an old rusty safe.

Elevation of station is 3,629 feet by barometric leveling.

U. S. 578, Wyola, Mont. (Big Horn County, H. E. McConnell, 1934).—Station is located in Wyola, about 300 yards west of the Chicago, Burlington & Quincy Railroad tracks, ½ block north of depot, N. 45° W. from a 2-story brick grocery store, which is opposite Little Horn State Bank, 3 yards east of a barbed wire fence, 32 yards south of fence corner, 13 yards north of T-fence corner, and 70 yards north of street on north side of store and Wyola garage.

Elevation of station is 3,699 feet by hand levels.

U. S. 579, Parkman, Wyo. (Sheridan County, H. E. McConnell, 1934).—Station is located 1.0 mile north of the Chicago, Burlington & Quincy Railroad station in Parkman along U. S. Highway 87E, at top and near end of ridge, 90 yards west of center line of highway, 22 yards southeast of unused windmill, 27 yards southeast of an unused concrete underground cistern, and 104 yards northeast of railroad tracks.

Elevation of station is 4,292 feet by barometric leveling.

U. S. 580, Billings, Mont. (Yellowstone County, H. E. McConnell, 1934).—Station is located in Billings, 11 blocks east of county courthouse along U. S. Highway 87E, at Staley's Tourist Cabin Camp, 45 yards north of U. S. Highway 87E, 25 yards west of center line of Sixteenth Street, on concrete sidewalk which runs along south side of north row of cabins, and at east end of sidewalk.

Elevation of station is 3,114 feet by barometric leveling.

U. S. 581, Pompey's Pillar, Mont. (Yellowstone County, H. E. McConnell, 1934).—Station is located 0.9 mile northeast of Northern Pacific Railway depot in Pompey's Pillar along U. S. Highway 10, about 120 yards south of highway, 175 yards south of Northern Pacific Railway tracks, 205 yards due east of a wire gate at highway along a barbed wire fence, 8 yards north of fence, and 25 yards west of a wide slough or creek.

Elevation of station is 2,859 feet by hand levels.

U. S. 582, Custer, Mont. (Yellowstone County, H. E. McConnell, 1934).—Station is located in Custer, 390 yards east of brick two-story school, 36 yards south of red barn, 43 yards north of east-west road past school, 65 yards west of north-south road, in vacant lot covered with sage brush, and about 175 yards south of U. S. Highway 10.

Elevation of station is 2,742 feet by hand levels.

U. S. 583, Hysham, Mont. (Treasure County, H. E. McConnell, 1934).—Station is located in Hysham, two short blocks west of brick schoolhouse, just south of baseball diamond, 316 yards south of Main Street, due southwest of water tower, 48 yards southwest of small wooden grandstand, 36 yards north of a graded east-west road, 61 yards east of high graded north-south road which runs ½ block east of Northern Pacific Railway depot, and about 350 yards south of U. S. Highway 10.

Elevation of station is 2,654 feet by hand levels.

U. S. 584, Forsyth, Mont. (Rosebud County, H. E. McConnell, 1934).—Station is located in Forsyth, in the block northwest of Main Street, between Twelfth and Thirteenth Streets, at the county courthouse, at basement entrance on northwest side, 8 feet below courthouse lawn, level with basement floor, just outside door on concrete sidewalk, and flush with outer line of main wall near center of north half of basement door.

Elevation of station is 2,512 feet by hand levels.

U. S. 585, Rosebud, Mont. (Rosebud County, H. E. McConnell, 1934).—Station is located in Rosebud, on Second Street, in an old abandoned lumberyard building, 132 yards north of Northern Pacific Railway track, 143 yards west of depot, ½ block east of brick schoolhouse, inside building on remnant of concrete driveway, 2 yards west of double entrance door at east side of building, at south edge of flooring, 575 feet N. 45° E. (true) of southwest corner of sec. 14, T. 6 N., R. 42 E.

Elevation of station is 2,482 feet by hand levels.

U. S. 586, University of Illinois, Ill. (Champaign County, H. E. McConnell, 1934).—Station is located in Urbana, at the University of Illinois, in the Physics Laboratory on the corner of Green and Mathews Streets, in the first room west of center entrance on the south side of building, room No. 102, on the ground floor, on the north and largest of three brick piers in this room.

Elevation of station is 727 feet by hand levels.

U. S. 587, Cheltenham, Md. (Prince Georges County, H. E. McConnell, 1935).—The station is located at Cheltenham, on the grounds of the U. S. Coast and Geodetic Survey Magnetic Observatory, about 1 mile southwest of the Cheltenham railroad station, in the old seismograph building which is about 40 meters west of the main entrance to the large building and which is built into the side of the hill. The instrument was set up on the western end of an L-shaped pier inside the inner constant-temperature room. The pendulum was swinging in an approximate east-west plane, with interferometer measurement from the north side of the pier.

Elevation of station is 216 feet by barometric leveling.

U. S. 588, North of Bethlehem No. 1, Pa. (Northampton County, H. E. McConnell, 1935).—The station is located 1.54 miles north of the intersection of Main and Broad Streets in Bethlehem, in a pasture 20 yards about southeast of the southeast corner of a stone barn, 10 yards south of an east-west barbed wire fence, and 11 yards west of the southeast corner of the cattle pen adjoining the stone barn. To reach the station, go north on the Bath Pike to an intersection with a dirt road, then go east 0.15 mile to a farmer's lane leading south from the dirt road through a group of sheds and a large stone barn into the pasture.

Elevation of station is 356 feet.

U. S. 589, Lehigh University, Pa. (Northampton County, H. E. McConnell, 1935; C. A. Schoene, 1937).—The station is located on the Lehigh University campus at Bethlehem, in the receiving room (room 114) on the ground floor of the Physics Building. This room is the first room west of the rear main entrance and opens to the roadway by a door on the south wall. The pendulum was placed on the concrete floor 7.4 feet north of the south wall, 4.9 feet west of the east wall of the room, 84 yards south of Packer Avenue, and 46 yards west of Taylor Street.

Elevation of station is 328 feet by hand levels.

U. S. 590, North of Bethlehem No. 2, Pa. (Northampton County, H. E. McConnell, 1935).—The station is located 2.35 miles north of the intersection of Main and Broad Streets in Bethlehem, on the concrete road leading to Bath, 104 yards east of the center line of the highway, 115 yards S. 65° E. of highway marker No. 80, 22 yards N. 70° W. of a large white-oak tree, 270 yards south of a power pole at a road intersection (pole marked "100-CP, PP&L Co. B-6209"), in a field bordered on the north and south by rows of trees, and 116 yards north of a dry creek running east and west at this point.

Elevation of station is 339 feet by hand levels.

U. S. 591, North of Bethlehem No. 3, Pa. (Northampton County, H. E. McConnell, 1935).—The station is located about 4 miles north of Bethlehem. To reach the station, go 3.85 miles north from the intersection of Main and Broad Streets in Bethlehem along Bath Pike to a T-intersection with a dirt road, then go 0.2 mile west to a stone quarry and 0.15 mile north to a corner where the dirt road again turns west. The station is 11 yards north of the corner, 4 yards west of a dim wagon road continuing north from the point where the dirt road turns west, 11 yards south of the southerly one of two large dead trees, and 7 yards west of a barbed wire fence.

Elevation of station is 350 feet by hand levels.

U. S. 592, Meyers, Pa. (Northampton County, H. E. McConnell, 1935).—The station is located about 3 miles north of Bethlehem. To reach the station, go 3.18 miles north from the intersection of Main and Broad Streets in Bethlehem along Bath Pike to a junction (120 yards north of the center of the concrete bridge across Monocacy Creek) where a gravel road leading west intersects Bath Pike, then go 140 yards west on the gravel road to a farm lane marked by a signpost reading "Willow Crest Farm, L. Meyers." The station is in Mr. Meyers' pasture, 216 yards S. 2° W. of the intersection of the farm lane and the gravel road, 74 yards south of the concrete-post corner of the steel-posted barbed wire fence line, and 3 yards east of the fence line.

Elevation of station is 320 feet by barometric leveling.

U. S. 593, Monocacy Creek, Pa. (Northampton County, H. E. McConnell, 1935).—The station is located about 3 miles north of Bethlehem. To reach the station, go 2.98 miles north from the intersection of Main and Broad Streets in Bethlehem along Bath Pike to a junction (90 yards south of the center of the concrete bridge across Monocacy Creek and 24 yards south of a railroad crossing) where a gravel road leading east intersects Bath Pike, then go 0.42 mile east on the gravel road to a dirt wagon road leading south and passing alongside a clearing and into woods. The station is in the clearing, 44 yards S. 44° E. of the intersection of the gravel road with the dirt wagon road, 28 yards east of the wagon road, and 35 yards south of the gravel road.

Elevation of station is 350 feet by barometric leveling.

U. S. 594, Dupont, Pa. (Northampton County, H. E. McConnell, 1935).—The station is located 5.75 miles north of the intersection of Main and Broad Streets in Bethlehem. To reach the station, go north on the Bath Pike to a point where a dim wagon road leads west from the Pike at a power line pole marked "PP&L Co. B-7586" and enters a clearing on property belonging to E. I. Dupont de Nemours & Co. The wagon road is marked by a red sign reading "Explosives—Keep off." The station is 58 yards due west of the intersection of the wagon road and the Pike and about 40 yards from the edge of an artificial mound which is presumably an explosive storehouse.

Elevation of station is 384 feet.

U. S. 595, East of Bethlehem, Pa. (Northampton County, H. E. McConnell, 1935).—The station is located at the intersection of Pembroke Boulevard and Minsi Trail in Bethlehem, 0.37 mile east of the intersection of Pembroke Boulevard and Geopp Street measured along the boulevard, 150 yards N. 40° W. of the telephone pole marked "BTCo. of Pa.-29," 18 yards N. 70° W. of the easterly of two trees on the edge of a baseball diamond, and 10 yards N. 17° W. of the westerly tree.

Elevation of station is 346 feet by barometric leveling.

U. S. 596, Bath, Pa. (Northampton County, B. R. Wohld, 1935).—The station is located at the northwest edge of the town of Bath, on State Highway 987, 0.45 mile northwest of the post office at Main and Walnut Streets, 110 yards S. 74° W. of M. E. Co. pole No. BH-23, 0.3 mile N. 15° W. of the steeple of the Christ Reformed Church, 40 yards east of the Lehigh & New England Railroad, and in low pasture land belonging to and set aside by the borough of Bath for a recreation field.

Elevation of station is 473 feet by barometric leveling.

U. S. 597, South of Bath, Pa. (Northampton County, B. R. Wohld, 1935).—The station is located about 1½ miles south of the post office in the town of Bath. To reach the station, go 1.5 miles south from the post office at Bath along Bath Pike to a point where old Bath Pike leading west intersects the concrete highway

(the intersection is near a telephone pole marked "L. Tel. Co. #39"), go 0.15 mile west on the dirt road to a corner where it turns north and a private lane continues west. The station is at the southwest corner of the turn in the road, 20 yards N. 85° W. of the mail box marked "C. Frey," 2 yards north of the third concrete post west in a barbed wire fence on the south side of the private crossing, and 90 yards S. 80° E. of the sign reading "Private Crossing" at the intersection of the private lane and the railroad line.

Elevation of station is 380 feet by hand levels.

U. S. 598, Seemsville, Pa. (Northampton County, B. R. Wohld, 1935).—The station is located in the village of Seemsville. To reach the station, go 280 yards west from the main crossroads in the town and near power pole "PP&L Co. A-7992" to a wire mesh fence lined with large trees and scrub trees and then 112 yards due south along the east side of the fence. The station is 5½ yards east of the fence line and 190 yards S. 80° W. of the scoreboard at the baseball diamond.

Elevation of station is 667 feet by barometric leveling.

U. S. 599, Colesville, Pa. (Northampton County, B. R. Wohld, 1935).—The station is located in the town of Colesville, 55 yards N. 17° E. of power pole "PP&L Co. #B-10851." To reach the station, go 2.75 miles south of the intersection of Broadway and Wyandotte Streets (known as "Five Points") in Bethlehem on State Highway 12 to a point where it intersects a gravel road at a power pole marked "PP&L Co. #B-10846," then go 175 yards east on the gravel road.

Elevation of station is 434 feet by hand levels.

U. S. 600, South of Seidersville, Pa. (Northampton County, B. R. Wohld, 1935).—To reach the station, go 1.9 miles south of the intersection of Broadway and Wyandotte Streets (known as "Five Points") in Bethlehem on State Highway 12 to a point where it intersects a gravel road at power pole "PP&L Co. #B-10728," go 218 yards west on the gravel road to a trail, then go 80 yards north on the trail. The station is 75 yards N. 3° E. of power pole "PP&L Co. #B-10737" and 13 yards west of the trail.

Elevation of station is 460 feet by hand levels.

U. S. 601, South of Bethlehem, Pa. (Northampton County, B. R. Wohld, 1935).—To reach the station, go 1.14 miles south of the intersection of Broadway and Wyandotte Streets in Bethlehem on State Highway 12 to its intersection with a dirt road running east and west, go 0.24 mile east on the dirt road to a road leading north to the reservoir on South Mountain, then go 0.03 mile north on the reservoir road. The station is 16 yards south of the intersection of the reservoir road with an old road running by the University Park pavilion and leading back to the highway and 7 yards east of the old road. The instrument was set up on a large boulder (2 feet by 2 feet) protruding about 2 inches above the ground.

Elevation of station is 759 feet by hand levels.

U. S. 602, Friedensville, Pa. (Lehigh County, B. R. Wohld, 1935).—The station is located in Friedensville. To reach the station, go 3.6 miles south of the intersection of Broadway and Wyandotte Streets in Bethlehem to a point where the road intersects with a road running east and west at the Friedensville Lutheran and Reformed Church, then go 0.26 mile west to a private lane leading into the yard of F. J. Stahler. The station is 55 yards S. 30° E. of power pole "BT Co. of Pa. #14," 105 yards S. 54° W. of Stahler's mail box, on the north edge of an abandoned machine pier situated in the ground 1 yard north of the south wall and 2 yards east of the west wall of the remains of an old factory building.

Elevation of station is 410 feet by hand levels.

U. S. 603, West of Friedensville, Pa. (Lehigh County, B. R. Wohld, 1935).—To reach the station, go 1.49 miles west from the Friedensville Lutheran and Reformed Church on the road running between Friedensville and Lanark to a horizontal pole gate on the south side of the road leading into the pasture land rented by Peter Reith. The station is located in a triangular plot of land formed by north-south and east-west fences and a creek running through the pasture, 72 yards S. 50° W. of the westerly upright pole in the pole gate, 35 yards S. 40° E. of the northwest corner post in the fence, and 8 yards due west of the creek.

Elevation of station is 376 feet by hand levels.

U. S. 604, East of Colesville, Pa. (Northampton County, B. R. Wohld, 1935).—To reach the station, go 1.87 miles south from the intersection of Broadway and Wyandotte Streets in Bethlehem on State Highway 12 to its intersection with a hard-surfaced road at power pole "PP&L Co. #B-10728," go 1.4 miles southeast on the hard-surfaced road to a T-intersection with a road running north and south. The station is 75 yards S. 10° E. of the southeast corner of the concrete bridge in the highway, 40 yards S. 27° E. of the center of the T-intersection, 16 yards east of the center line of the road running north and south, and on property belonging to R. E. McMath.

Elevation of station is 342 feet by hand levels.

U. S. 605, Salisbury Church, Pa. (Lehigh County, B. R. Wohld, 1935).—The station is located about 3½ miles west of Allentown. To reach the station, go 2.73 miles west from the intersection of State Highway 29 and U. S. Highway 309 in Allentown on State Highway 29 to its intersection with a hard-surfaced road marked by a sign reading "West Salisbury Church," go 0.50 mile north to an intersection marked by a sign reading "Salisbury Church," go 0.87 mile west past Salisbury Church to the concrete bridge across Little Lehigh Creek, then go 0.18 mile north on the road running along the creek. The station is located in a small niche in the side of the hill immediately to the west of the road. The instrument was set up on exposed bedrock.

Elevation of station is 303 feet by barometric leveling.

U. S. 606, South of Salisbury Church, Pa. (Lehigh County, B. R. Wohld, 1935).—The station is located about 3½ miles west of Allentown. To reach the station, go 2.73 miles west from the intersection of State Highway 29 and U. S. Highway 309 in Allentown on State Highway 29 to its intersection with a hard-surfaced road marked by a sign reading "West Salisbury Church," go 0.50 mile north to a sign reading "Salisbury Church," go 0.87 mile west past Salisbury Church to the concrete bridge across Little Lehigh Creek, cross bridge and go 0.22 mile south to the farm lane leading west through a group of red farm buildings into the property of the Lehigh Country Club. The station is 140 yards S. 23° W. of the southwest corner of the large red barn at the intersection of the road and the farm lane, 37 yards N. 48° E. of a large cedar tree in the south edge of a field, 100 yards due south of the farm lane, S. 15° W. of the steeple on the Salisbury Church, and on land belonging to the Lehigh Country Club.

Elevation of station is 357 feet by barometric leveling.

U. S. 607, North of Center Valley, Pa. (Lehigh County, B. R. Wohld, 1935).—The station is located about 1 mile south of Friedensville. To reach the station, go 0.9 mile south from the Friedensville Lutheran and Reformed Church in Friedensville along State Highway 12 to its intersection with a dirt road running east and west, go 0.2 mile east on the dirt road to an iron pipe gate leading into the pasture rented by N. Sharkey. The station is 20 yards N. 42° E. of the west corner of the iron pipe gate and 26 yards N. 30° E. of power pole "PP&L Co. #B–11135."

Elevation of station is 370 feet by hand levels.

U. S. 608, Center Valley, Pa. (Lehigh County, B. R. Wohld, 1935).—The station is located in Center Valley. To reach the station, go 0.2 mile east of the Reading Co. railroad station to a dirt road, go 0.2 mile south on the dirt road to a lane leading north of an old unpainted barn into a field on the west side of the road. The station is 67 yards S. 88° W. of the northwest corner of the old barn, 80 yards west of the intersection of the lane with the dirt road, 86 yards S. 60° W. of power pole "PP&L Co. #B–11342," and on property owned and operated by Fred Wallner.

Elevation of station is 500 feet by barometric leveling.

U. S. 609, Amey, Pa. (Bucks County, B. R. Wohld, 1935).—The station is located about 1½ miles south of Leithsville. To reach the station, go 1.33 miles south from the intersection of State Highway 412 with a hard-surfaced road at the Leithsville Hotel in Leithsville along the hard-surfaced road to its intersection with a dirt road leading west, go 0.35 mile west on the dirt road to a T-intersection with the dirt road leading to Bingen. The station is 45 yards S. 10° E. of the T-intersection of the Bingen road with another dirt road, 62 yards S. 50° W. of survey marker -072/00 in the road, 9 yards east of a row of small trees, and on property belonging to Thoman Amey.

Elevation of station is 980 feet by hand levels.

U. S. 610, Coopersburg, Pa. (Lehigh County, B. R. Wohld, 1935).—The station is located in Coopersburg, 0.39 mile west of the intersection of State Highway 412 with Tilman Street, 75 yards east of the T-intersection of two gravel roads, 5 yards north of the center line of a road, and 76 yards N. 73° W. of Lehigh Telephone Co. pole No. 1629.

Elevation of station is 576 feet by hand levels.

U. S. 611, Scholl, Pa. (Bucks County, B. R. Wohld, 1935).—The station is located 1.35 miles about east of the Reading Co. railroad station in Coopersburg. To reach the station from Coopersburg, go 0.3 mile south on Springfield Avenue to a gravel road near the Lehigh-Bucks county line, turn left and go 1.05 miles east on the gravel road leading to Gruversville to a Y-intersection. The station is 98 yards S. 55° E. of the Y-intersection, 53 yards S. 45° E. of an abandoned mail box on the north side of the road, and on property belonging to H. Scholl.

Elevation of station is 646 feet by hand levels.

U. S. 612, Shoenersville, Pa. (Lehigh County, B. R. Wohld, 1935).—The station is located in Shoenersville, on the road running from Allentown to Bath, on the picnic grounds belonging to the Shoenersville Lutheran Reformed Church, on the easterly side of an octagonal concrete band platform, 1½ feet west of the easterly edge, and midway between the two roof supports.

Elevation of station is 374 feet by hand levels.

U. S. 613, Green Pond, Pa. (Northampton County, B. R. Wohld, 1935).—The station is located 0.97 mile north of the intersection in Farmersville of U. S. Highway 22 with the road running to Green Pond, in the yard of the Green Pond schoolhouse, 13 yards N. 85° E. of the northeast corner of the schoolhouse, 3½ yards west of a private lane, and 4 yards north of the school outhouse. To reach the station from Farmersville, go north on the road running to Green Pond to a point where the road makes a bend around the pond and intersects a road running east and west.

Elevation of station is 395 feet by hand levels.

U. S. 614, Kleintop, Pa. (Northampton County, B. R. Wohld, 1935).—The station is located 1.77 miles north of the intersection in Farmersville of U. S. Highway 22 with the road running to Green Pond and Hecktown. To reach the station from Farmersville, go north on the Green Pond road to a point where the road runs east and west for 0.2 mile. The station is 87 yards east of the westerly turn in the road, 128 yards west of the easterly turn, 5 yards south of the center line of the road, 10 yards due south of the westernmost one of three medium-sized trees on the north edge of the road, and on property belonging to O. Kleintop.

Elevation of station is 387 feet by hand levels.

U. S. 615, Farmersville, Pa. (Northampton County, B. R. Wohld, 1935).—The station is located in Farmersville, 185 yards north of the intersection of U. S. Highway 22 with the road running to Green Pond to an opening in the fence on the west side of the Green Pond road, 130 yards west of the center line of the road, 126 yards S. 85° E. of power pole "PP&L Co. #B-8106," and on property belonging to Adam Claus.

Elevation of station is 359 feet by hand levels.

U. S. 616, Hollo, Pa. (Northampton County, B. R. Wohld, 1935).—The station is located in the village of Hollo, 0.2 mile northeast of the intersection of the road leading to Nazareth with a gravel road running east and west, 44 yards southwest of a bend in the road, 13 yards due west of the center line of the road, 23 yards southeast of an east-west barbed wire fence, and in an open pasture belonging to a Mr. Woodring. Power line pole "D-E-X-59" and Lewis Kleintop's mail box are at the road intersection.

Elevation of station is 384 feet by barometric leveling.

U. S. 617, Southwest of Chapman Quarries, Pa. (Northampton County, B. R. Wohld, 1935).—The station is located about 1 mile south of Klecknersville. To reach the station, go 1.13 miles south from the intersection of State Highway 946 with the road running to Bath in Klecknersville to a dirt road leading east, then go 0.10 mile to a Y-intersection with two public dirt roads. The station is in the east triangle formed by the Y-intersection, 3½ yards east of the center of the intersection, and 1 yard south of the road running east and west.

Elevation of station is 784 feet by barometric leveling.

U. S. 618, Smith Gap, Pa. (Northampton County, B. R. Wohld, 1935).—The station is located in Smith Gap at the divide, 0.43 mile east of triangulation station Smith Gap (1929), 7 yards southeast of county survey marker "1 + 0", 6 yards west of the road running from Point Phillip to Kunkletown, and in a small clearing at the side of the road. The instrument was set up on a boulder which is flush with the surface of the ground.

Elevation of station is 1,550 feet by hand levels.

U. S. 619, Stahley, Pa. (Northampton County, B. R. Wohld, 1935).—The station is located 1.08 miles north of Eckerl's corner in Point Phillip. To reach the station, go north on the road running to Smith Gap to a point where the Smith Gap road crosses the Lehigh & New England Railroad track. The station is 27 yards north of the north rail, 6½ yards west of the center line of the road, 5 yards S. 30° W. of the northeast corner post in a barbed wire fence, and in a pasture belonging to Charles Stahley.

Elevation of station is 804 feet by hand levels.

U. S. 620, Horton School, R. I. (Providence County, B. R. Wohld, 1935).—The station is located in Cranston, at the northwest corner of the John W. Horton Grammar School at Park and Gansett Avenues, 1 yard southeast of the outside northwest corner of the building, 1 foot southwest of the brick wall of the

building, on a narrow concrete abutment or sidewalk which is flush with the ground, and 1 yard northwest of the door.

Elevation of station is 65 feet by barometric leveling.

U. S. 621, Neutaconkanut, R. I. (Providence County, B. R. Wohld, 1935).—The station is located about 0.8 mile southwest of Silver Lake, on the crest of a hill on a game and bird refuge belonging to the city of Providence, 350 yards southeast of the bend at the west side of the hill in Morgan Avenue, 48 yards S. 10° E. of a concrete post (presumably a bench mark), and 63 yards S. 32° E. of power pole "NE Co. #29." The instrument was set on a flat outcropping of bedrock.

Elevation of station is 288 feet by barometric leveling.

U. S. 622, Northwest of Simmonsville, R. I. (Providence County, B. R. Wohld, 1935).—The station is located about 1.0 mile northwest of Simmonsville. To reach the station from Simmonsville, go 0.19 mile north from the public grade school on a dirt road to an intersection, turn west and go 0.79 mile to a fork in the road, go west on the south fork 0.2 mile to where a dim trail leads south through scrub oak, go 42 yards south on the dim trail. The station is on the east edge of the trail 1 yard east of the center line of the trail. The instrument was set up on a flat boulder flush with the ground.

Elevation of station is 338 feet by barometric leveling.

U. S. 623, Southwest of Rehoboth, Mass. (Bristol County, B. R. Wohld, 1935).—The station is located about 1.3 miles southwest of Rehoboth. To reach the station, go 0.9 mile southwest from the intersection of U. S. Highway 44 with the Bay State Road in Rehoboth to an intersection with a gravel road, go 0.44 mile south to a T-intersection, go 0.12 mile east to a cross road. The station is 17 yards N. 22° E. of a white pole at the cross road, 6 yards east of the center line of a private lane leading to a house built on the edge of a small pond, about 75 yards south of the south edge of the pond, and 42 yards S. 3° W. of the southwest corner of the house at the pond.

Elevation of station is 56 feet by barometric leveling.

U. S. 624, Armington Corners, R. I. (Providence County, B. R. Wohld, 1935).—The station is located about 2 miles southeast of East Providence in Armington Corners, on property belonging to the Kent Brothers and leased by the East Providence Water Supply Co., adjacent to and about 75 yards S. 20° E. of the standpipe of the Armington water tower, 43 yards S. 30° E. of the south corner of the screen fence surrounding the water tower, 7 yards north of a barbed wire fence, 110 yards east of the entrance to this property, and at the south edge of a dim trail running south of the tower. The instrument was set up on a large flat boulder raised about 6 inches above the ground.

Elevation of station is 149 feet by barometric leveling.

U. S. 625, South of Lebanon Mills, Mass. (Bristol County, B. R. Wohld, 1935).—The station is located about 1½ miles south of Lebanon Mills. To reach the station, go 1.2 miles south from the cross road in Lebanon Mills along the hard-surfaced road to a point where it crosses the Boston & Providence Railroad, go 140 yards west from the T-intersection of Newman Avenue and Brook Street, go west from the railroad station to a dirt road leading south through a gate and alongside a marsh, then go 160 yards south along the dirt road. The station is 4 yards west of the center line of the gravel road and 165 yards south from power pole "SE. NET&T #2487."

Elevation of station is 74 feet by barometric leveling.

U. S. 626, Hortonville, Mass. (Bristol County, B. R. Wohld, 1935).—The station is located in the village of Hortonville (formerly known as Swansea Factory), about 300 yards west of the highway bridge across the Coles River, 27 yards due north of the river, 95 yards west of the remains of the old original grist mill, 11 yards S. 30° W. of the remaining chimney of the ruins of an old dwelling, and on land belonging to Mrs. F. W. Lawton. The instrument was set up on the flat part of a protruding boulder of spheroclastic conglomerate.

Elevation of station is 51 feet by barometric leveling.

U. S. 627, Sewammock Neck, Mass. (Bristol County, B. R. Wohld, 1935).—The station is located on the west bank of the Taunton River northwest of the city of Fall River, 32 yards north of the high-tide line at the shore, 0.1 mile south of the New York, New Haven & Hartford Railroad tracks, about 290 yards S. 43° W. of the aerial pole of WSAR, 17 yards N. 15° W. of a scrub tree on the bank above the shore line, N. 30° E. of the Borden Flats Lighthouse, and on property belonging to W. J. Perse.

Elevation of station is 6 feet by hand levels.

U. S. 628, St. Mary's Cathedral School, Mass. (Bristol County, B. R. Wohld, 1935).—The station is located in the basement of the St. Mary's Cathedral School at Second Street and Spring Avenue in the city of

Fall River, 1 yard southeast of the northwest wall in the girls' washroom, 1 yard north of the wash bowl, and 2 yards south of the bottom step of a flight of stairs leading to the outside door.

Elevation of station is 154 feet by barometric leveling.

U. S. 629, Northwest of Westport Mills, Mass. (Bristol County, B. R. Wohld, 1935).—The station is located about 2 miles southeast of the city of Fall River. To reach the station, go 1.93 miles southeast from the point where Pleasant (U. S. Highway 6) crosses Watuppa Pond and the Fall River & New Bedford Railroad to its intersection with a hard-surfaced road, go 0.18 mile north to an intersection with a wagon road on the north side of the railroad tracks, then go 0.12 mile east on the wagon road. The station is 1 yard north of the center line of the wagon road, 5 yards south of a stone fence, and 12 yards S. 80° E. of the west post in the pole gate of the stone fence.

Elevation of station is 116 feet by barometric leveling.

U. S. 630, Lonsdale, R. I. (Providence County, B. R. Wohld, 1935).—The station is located in the old part of the village of Lonsdale, 188 yards south of the Scott Street bridge across Scott's Pond (measured along a private dirt road leading along the east side of the pond and paralleling State Highway 122), 19 yards east of the east bank of the pond, and in the apex of a triangle formed by the Y-intersection of two roads leading a few yards into the brush east of the private lane and coming to a dead end.

Elevation of station is 89 feet by barometric leveling.

U. S. 631, North of Lonsdale, R. I. (Providence County, B. R. Wohld, 1935).—The station is located on the north edge of the new part of the town of Lonsdale, at the north end of Mowry Street, 35 yards S. 4° E. of the point where the street ends at a pole gate leading into a wooded patch of land, 42 yards N. 10° W. of the home plate on the town baseball diamond, and in a clearing due west of the backstop of the diamond.

Elevation of station is 212 feet by barometric leveling.

U. S. 632, South Manchester, Conn. (Hartford County, B. R. Wohld, 1935).—The station is located in the part of Manchester formerly known as South Manchester, at 76 Olcott Road, on the farm belonging to Charles Teichert, in a small grass clearing surrounded on all sides by blackberry bushes, 26 yards due south of the westerly of two large unpainted barns, and 5 yards N. 38° W. of the westerly of two large apple trees on the south side of the clearing.

Elevation of station is 143 feet by barometric leveling.

U. S. 633, East Glastonbury, Conn. (Hartford County, B. R. Wohld, 1935).—The station is located in the village of East Glastonbury, at the T-intersection of the black-top road running to Manchester with a gravel road, 0.35 mile south of the East Glastonbury Methodist Episcopal Church, 22 yards N. 65° E. of the center, of the T-intersection, 8 yards north of the center line of the gravel road, 28 yards S. 32° E. of power pole "CL&P CO. #670," 1½ yards south of a barbed wire fence, and 3 yards S. 64° W. of the corner of the pole gate. The instrument was set up on a protruding boulder.

Elevation of station is 323 feet by barometric leveling.

U. S. 634, Gilead, Conn. (New London County, B. R. Wohld, 1935).—The station is located in the town of Gilead, on the grounds of the Old Gilead Congregational Church, in the center of the second stall east of the west end of a group of stalls at the rear of the church, 1 yard west of the east wall, and 1 yard east of the west wall.

Elevation of station is 695 feet by barometric leveling.

U. S. 635, Wamgumbaug Lake, Conn. (Tolland County, B. R. Wohld, 1935).—The station is located on the northern tip of Wamgumbaug Lake in Coventry Township, at the intersection of U. S. Highway 6 and the Daly road, 12 yards south of the center line of a private road leading to the beach, 9 yards S. 54° W. of power pole "PWL Co. #151," 12 yards due west of a spring shed, 8 yards west of a stone wall, and on land belonging to Mrs. Fred Ayer.

Elevation of station is 568 feet by barometric leveling.

U. S. 636, East of Cheshire, Conn. (New Haven County, B. R. Wohld, 1935).—The station is located about 1½ miles east of Cheshire. To reach the station from the post office in Cheshire, go 1.3 miles east on State Highway 70 to its intersection with a hard-surfaced road, go 0.15 mile east on the hard-surfaced road to a private lane leading into an apple orchard belonging to W. H. Baldwin, go 127 yards north to a lane in the orchard running east and west, then go 13½ yards west. The station is 4 yards north of the center line of the lane.

Elevation of station is 308 feet by barometric leveling.

U. S. 637, Southeast of Middlebury, Conn. (New Haven County, B. R. Wohld, 1935).—To reach the station from Middlebury, go 1.2 miles south from the square to a T-intersection with a hard-surfaced road, go 0.52 mile east on the hard-surfaced road to its intersection with a gravel road. The station is located 42 yards north of the intersection of the hard-surfaced and gravel roads, 58 yards south of a Y-intersection, 4 yards west of the center line of the gravel road, and 2 yards east of a wire fence. The instrument was set up on the top of a flat boulder.

Elevation of station is 702 feet by barometric leveling.

U. S. 638, West of White Oaks, Conn. (New Haven County, B. R. Wohld, 1935).—The station is located 0.47 mile west of the village of White Oaks, on the dirt road leading to the farm house of Stanley Metula, at the intersection of the dirt road and the old road running to Woodbury, in the center of the triangle formed by the intersection of the dirt road and the old Woodbury road, 0.22 mile west of the bridge across Pomperaug Creek, 0.17 mile east of State Highway 67, 7 yards north of a barbed wire fence running east and west, and about 114 yards N. 74° E. of the feeder pipe on the northerly one of the two silos on Metula's farm.

Elevation of station is 220 feet by barometric leveling.

U. S. 639, Southeast of Meriden, Conn. (New Haven County, B. R. Wohld, 1935).—The station is located about 2.5 miles southeast of the city of Meriden. To reach the station, go 1.65 miles southeast on Paddock Avenue in Meriden from its intersection with State Highway 14 to its intersection with a gravel road, go 400 yards north on the gravel road. The station is 19 yards S. 34° W. of telephone pole "SNET Co. #2879," 2 yards west of a wire fence, 2 yards east of the center line of the gravel road, and 9 yards S. 60° W. of the southernmost one of three large elm trees on the east side of the road.

Elevation of station is 344 feet by barometric leveling.

U. S. 640, West of Higganum, Conn. (Middlesex County, B. R. Wohld, 1935).—The station is located 1.45 miles west of the village of Higganum, at the east edge of an apple orchard belonging to Adon Bailey. To reach the station, go 0.9 mile southwest on the old Durham Pike from the point where State Highway 9 crosses the Candlewood Hill Brook in Higganum, go 0.15 mile northwest to the Brainerd Hill road, then go 0.4 mile west on the Brainerd Hill road. The station is 25 yards south of the center line of the road, 6 yards west of a wire fence, and 24 yards S. 15° E. of telephone pole "SNET Co. #1554." The instrument was set up on a flat boulder flush with the ground.

Elevation of station is 247 feet by barometric leveling.

U. S. 641, Killingworth, Conn. (Middlesex County, B. R. Wohld, 1935).—The station is located at the south edge of the village of Killingworth, at the intersection and traffic rotary of State Highways 80 and 81, 17 yards north of the center line of State Highway 80, 68 yards east of the center line of State Highway 81, in the center line of the old road bed which parallels State Highway 80, 6 yards south of a stone fence, and 82 yards S. 75° E. of bench mark 161 (Connecticut Geodetic Survey) in the center of the rotary.

Elevation of station is 368 feet by hand levels.

U. S. 642, West of Prospect, Conn. (New Haven County, B. R. Wohld, 1935).—The station is located at the west edge of the town of Prospect, at the intersection of State Highway 68 and the gravel road leading northwest to Waterbury, about 80 yards N. 65° W. of the direction sign at the intersection, 18 yards north of a stone fence, 27 yards N. 17° W. of the point where a small creek crosses the highway, 97 yards S. 23° W. of the southwest corner of the house of W. Morris, and in a pasture belonging to Mr. Morris. The instrument was set up on a flat boulder projecting 2 inches above the ground.

Elevation of station is 774 feet by barometric leveling.

U. S. 643, Birch Hill, N. Y. (Putnam County, B. R. Wohld, 1935).—The station is located 3.1 miles south of the Quaker Hill Inn in the village of Quaker Hill, on the road running to Birch Hill, 0.22 mile south of the T-intersection of the Birch Hill road with the road running to Patterson, 18 yards south of the private lane leading to the residence of A. A. Pehrson, 4 yards west of the center line of the Birch Hill road, in a small niche in a hill on the site of a house burned down, and 29 yards S. 10° W. of telephone pole "NYT Co. #67614–80."

Elevation of station is 1,058 feet by barometric leveling.

U. S. 644, Still River, Conn. (Litchfield County, B. R. Wohld, 1935).—The station is located 5.2 miles south of the steel highway bridge across the Housatonic River in New Milford. To reach the station, go south on U. S. Highway 7 to its intersection with a gravel road 94 yards north of the Brookfield town-line signpost, go 133 yards east of U. S. Highway 7 on the gravel road. The station is 150 yards west of the bridge across the Still River, 24 yards N. 73° E. of the east end of a stone cemetery wall on the south side of the

road, 8 yards S. 85° W. of the east post of an iron pipe gate, 10 yards S. 35° W. of telephone pole "SNET Co. #3467," and 3 yards south of the center line of the gravel road.

Elevation of station is 252 feet by barometric leveling.

U. S. 645, Roxbury Falls, Conn. (Southbury County, B. R. Wohld, 1935).—To reach the station from Roxbury, go 3.6 miles south on State Highway 199 from the intersection of State Highways 67 and 199 to its intersection with a gravel road, then go 0.50 mile southwest on the gravel road to a Y-intersection. The station is located on the east fork of the Y-intersection, 41 yards south of the intersection, 116 yards S. 37° W. of the Roxbury-Southbury township boundary monument at the east side of the road, 6½ yards west of the center line of the gravel road, and in a small clearing at the northwest corner of a clearing owned by Roy Camp.

Elevation of station is 252 feet by barometric leveling.

U. S. 646, West of Moodus, Conn. (Middlesex County, B. R. Wohld, 1935).—The station is located about 1 mile west of Moodus, 246 yards S. 40° E. of triangulation station Hill Cave, 28 yards N. 40° E. of a dead tree, 13 yards N. 20° W. of a large granite boulder, on a protruding flat batholithic ledge in a pasture belonging to F. Davison, and 200 yards N. 25° W. of his farmhouse chimney.

Elevation of station is 284 feet by barometric leveling.

U. S. 647, South of Marlboro, Conn. (New London County, B. R. Wohld, 1935).—To reach the station from Marlboro, go 0.84 mile south on State Highway 2 from the intersection of State Highways 2 and 14 to a Y-intersection, go 2.5 miles on the west fork to its intersection with a gravel road leading west, go 1.1 miles on the gravel road to a T-intersection, go 27 yards west of the T-intersection to a private lane, go 48 yards north on the private lane, then go 14 yards east. The station is located 24 yards N. 45° W. of the northwest corner of a small unpainted house and 26 yards N. 40° E. of the northeast corner of a large unpainted barn.

Elevation of station is 515 feet by barometric leveling.

U. S. 648, East of Moodus, Conn. (Middlesex County, B. R. Wohld, 1935).—To reach the station from Colchester, go 0.45 mile southwest on State Highway 16 from the intersection of State Highways 2 and 16 to a Y-intersection, go 0.98 mile due southwest on the east fork to a cross road, go 4.00 miles due south on the easterly road to a T-intersection and a triangle formed by the roads, then go 0.97 mile west to the intersection of a gravel road with a dim trail. The station is located on the dim trail 23 yards north of the center line of the gravel road, 1 yard west of the center line of the trail, 9 yards southwest of the southwest corner of a boulder 15 feet high on the east side of the trail, and 2 yards southeast of a blazed maple sapling. The instrument was set up on a flat boulder flush with the ground and lying partly in the trail.

Elevation of station is 411 feet by barometric leveling.

U. S. 649, Gardner Lake, Conn. (New London County, B. R. Wohld, 1935).—To reach the station from the intersection of State Highways 82 and 85 south of Salem known as "Four Points" go 2.6 miles east along Highway 82 to a T-intersection with a hard-surfaced road leading north, go 1.75 miles north to a cross road, then go 0.47 mile east to a barnyard lane leading into a pasture owned by Mrs. L. Standish and operated by a Mr. Fletcher. The station is in the pasture 39 yards S. 20° E. of the southwest corner of a large unpainted barn and 14 yards west of a stone fence.

Elevation of station is 459 feet by barometric leveling.

U. S. 650, Southwest of Norwich, Conn. (New London County, B. R. Wohld, 1935).—The station is located 3.8 miles southwest of the New York, New Haven & Hartford Railroad depot in Norwich. To reach the station, go southwest on State Highway 82 to its intersection (0.42 mile west of the Bograb township line) with a gravel road leading north and marked by a sign reading "4 miles to Bean Hill," go 194 yards north on the gravel road. The station is 3 yards west of the center line of the gravel road, 2 yards east of a barbed wire and stone fence, 65 yards north of a bend in the road, and 7 yards S. 65° W. of telephone pole "SNET Co. #431."

Elevation of station is 115 feet by barometric leveling.

U. S. 651, Southeast of Norwich, Conn. (New London County, B. R. Wohld, 1935).—The station is located about 2½ miles southeast of Norwich. To reach the station, go 2.45 miles southeast from the bridge across the Shetucket River in Norwich along U. S. Highway 2 to its intersection with a gravel road, then go 0.4 mile north on the gravel road. The station is 2 yards west of the center line of the gravel road, 2 yards east of a stone wall, and 39 yards due south of the southeast corner of a small farm building on property belonging to B. Kozlowski.

Elevation of station is 110 feet by barometric leveling.

U. S. 652, East of Preston City, Conn. (New London County, B. R. Wohld, 1935).—The station is located about 2½ miles east of Preston City. To reach the station, go 2.32 miles east on State Highway 165 from its intersection with State Highway 164 in Preston City to its intersection with a gravel road leading south, then go 0.74 mile south on the gravel road to a private trail leading east into the brush. The station is at the southeast corner of the intersection of the gravel road and the trail, 2 yards south of the center line of the trail, 6 yards east of the center line of the gravel road, 320 yards north of the home of W. Suchoski, and 228 yards north of the Preston township boundary marker.

Elevation of station is 286 feet by barometric leveling.

U. S. 653, Pendleton Hill, Conn. (New London County, B. R. Wohld, 1935).—To reach the station from the intersection of State Highways 95 and 165 in Voluntown, go 4.05 miles south on State Highway 95 to the village of Pendleton Hill, take the gravel road which intersects the highway 200 yards north of the grade school and 100 yards south of the Pendleton Hill Service Station, then go 0.8 mile east to a cross road. The station is located 163 yards N. 5° E. of the intersection of the cross roads, 12 yards west of a stone fence, 139 yards N. 15° E. of the northwest corner of a large barn, and in a pasture belonging to George H. Palmer.

Elevation of station is 482 feet by barometric leveling.

U. S. 654, Klecknersville, Pa. (Northampton County, B. R. Wohld, 1935).—The station is located in Klecknersville. To reach the station, go 181 yards southwest from the intersection of State Highway 946 with the hard-surfaced road running to Emanuelsville to a gate leading into a pasture belonging to Harry Edelman. The station is 215 yards S. 80° W. of the gate, 13 yards north of a barbed wire fence running east and west, 340 yards east of a barbed wire fence running north and south, 38 yards N. 70° E. of the southwest fence corner of the pasture, and 222 yards S. 80° W. of telephone pole "ME Co. MR98–EX + 446."

Elevation of station is 825 feet by barometric leveling.

U. S. 655, Moorestown, Pa. (Northampton County, B. R. Wohld, 1935).—The station is located in Moorestown. To reach the station from the intersection of State Highways 512 and 946, go 262 yards southwest on the Bath Pike to its intersection (north of the star Grange Hall No. 993) with a dirt road, go 81 yards south on the dirt road to an opening in a fence on the east side of the road leading into a pasture belonging to W. Witchen, then go 155 yards S. 53° E. of the opening in the fence. The station is 31 yards west of a barbed wire fence running northeast and southwest and 51 yards S. 75° W. of the east fence corner.

Elevation of station is 768 feet by barometric leveling.

U. S. 656, Point Phillip, Pa. (Northampton County, B. R. Wohld, 1935).—The station is located about ¼ mile south of the Point Phillip Hotel at Eckerl's Corner in Point Phillip. To reach the station, go 0.2 mile south from the Point Phillip Hotel along the road running from Point Phillip to Klecknersville to its intersection with a gravel road leading southeast at the point where the road to Klecknersville makes a bend to the southwest, go 58 yards southwest on the gravel road to an opening in and the end of a wire fence line running north and south, then go 29 yards N. 46° E. of the south post in the fence opening. The station is 58 yards S. 73° E. of the northwest fence corner of the pasture owned by Henry Hummell.

Elevation of station is 811 feet by barometric leveling.

U. S. 657, St. Joseph's School, Pa. (Northampton County, B. R. Wohld, 1935).—The station is located 3.15 miles west of Point Phillip, in the barnyard of the farm belonging to G. Smith, 22 yards due south of the southeast corner of a large barn, 2 yards east of the center of the east side of the corn crib, and on the edge of the farm lane leading to the field south of the barn. To reach the station from the Point Phillip Hotel at Eckerl's corner in Point Phillip, go 2.05 miles west to a Y-intersection of two hard-surfaced roads, go 0.4 mile west on the black-top road to a Y-intersection, go 0.7 mile west on the black-top road to the St. Joseph's School, then go 0.1 mile west around the bend in the road to the farm lane.

Elevation of station is 718 feet by barometric leveling.

U. S. 658, Fullerton, Pa. (McKean County, B. R. Wohld, 1935).—The station is located in the village of Fullerton, on the State Line to Duke Center road, 1.05 miles south of its intersection with State Highway 646, 0.1 mile south of the point where the hard-surfaced road ends, 17 yards west of the center line of the road, about midway between a wooden garage and a small cabin, 27 yards N. 53° W. of the northwest corner of the garage, and 6½ yards S. 20° W. of an orange stake marked "6" on the property of W. A. Bowles.

Elevation of station is 2,271 feet by hand levels.

U. S. 659, North of Summit City, Pa. (McKean County, B. R. Wohld, 1935).—The station is located north of Summit City. To reach the station, go 0.73 mile north on the road running between Summit City and State Highway 346 from its intersection with State Highway 246 in Summit City to the point where a dirt road leads west into the Willet lease of the Sloan and Zook Co., then go 0.10 mile southwest on the dirt road.

The station is 6½ yards south of the center line of the dirt road, 40 yards S. 20° E. of oil well No. WH–12, and 1 yard due south of an orange stake marked "8."

Elevation of station is 2,348 feet by hand levels.

U. S. 660. South of Summit City, Pa. (McKean County, B. R. Wohld, 1935).—The station is located 0.4 mile south of Summit City. To reach the station from the intersection in Summit City of State Highway 246 with the road running from Summit City to Rew, go 0.4 mile south to a dirt road leading west into the West Looker property of the Petroleum Reclamation Co., go 0.07 mile west on the dirt road. The station is 9 yards north of the center line of the dirt road, 16 yards N. 60° W. of an orange stake marked "9," 12 yards N. 27° W. of an oil well, and 58 yards S. 35° W. of oil well No. WL–1.

Elevation of station is 2,198 feet by hand levels.

U. S. 661, Deputy, Pa. (McKean County, B. R. Wohld, 1935).—The station is located 1.65 miles north of the village of Rew, on the road running between Summit City and Rew to the power plant and property of the Deputy Oil Co., 53 yards west of the center line of the highway, 41 yards S. 60° W. of the entrance to the power plant, 61 yards N. 77° W. of telephone pole No. 55, 17 yards S. 40° E. of an oil well, and ½ yard northwest of an orange stake marked "10."

Elevation of station is 2,259 feet by hand levels.

U. S. 662, Rew, Pa. (McKean County, B. R. Wohld, 1935).—The station is located in the village of Rew, on the road running between Summit City and Rew 0.20 mile north of its intersection in Rew with State Highway 46, 45 yards west of the center line of the highway, 13 yards due south of an oil well, 59 yards due north of the red brick chimney of the northernmost house of a group of houses on the northern edge of the village, 31 yards N. 45° E. of an orange stake marked "11," and on a wooded crest of the Park-Hungerville-Walker property.

Elevation of station is 2,257 feet by hand levels.

U. S. 663, Aiken, Pa. (McKean County, B. R. Wohld, 1935).—The station is located in the village of Aiken, at the intersection of State Highways 59 and 746, 56 yards N. 60° W. of the northeast corner of the triangular parkway formed by the Y-intersection of the roads, 49 yards N. 75° W. of the highway direction sign at the northeast corner of the parkway, 60 yards N. 27° W. of telephone pole No. 109, 11 yards S. 65° W. of an orange stake marked "13," and on property belonging to Mrs. J. Madison.

Elevation of station is 2,210 feet by hand levels.

U. S. 664, Gifford P. O., Pa. (McKean County, B. R. Wohld, 1935).—The station is located in the village of Gifford P. O., on the property of the South Penn Oil Co., 121 yards S. 30° E. of the exhaust chimney at the compressor plant, 79 yards east of State Highway 59, 109 yards S. 55° E. of power pole No. BEC 232, 5 yards S. 53° E. of the northerly post of a row of iron fence posts, and 1 yard south of an orange stake marked "14."

Elevation of station is 2,224 feet by hand levels.

U. S. 665, Cyclone P. O., Pa. (McKean County, B. R. Wohld, 1935).—The station is located on the Bingham road, 0.45 mile west of the intersection in Cyclone P. O. (Simpson) of State Highway 59 and the hard-surfaced road leading to Bingham, 39 yards south of the center line of the highway, 46 yards S. 5° W. of power pole No. BEC 11, 9 yards northeast of the wooden jacket covering the meter on No. 205 intake well, 8 yards due north of an orange stake marked "15," and on property belonging to the Tide Water Oil Co.

Elevation of station is 2,200 feet by hand levels.

U. S. 666, Knopp Lease, Pa. (McKean County, B. R. Wohld, 1935).—To reach the station, go 1.4 miles southwest on State Highway 746 from its intersection in Rew with State Highway 46 to the point where the old dirt road to Aiken leads northwest, go 0.25 mile northwest on the dirt road to the J. H. Gibson estate (Knopp lease) and compressor plant. The station is located 61 yards N. 5° E. of the northeast corner of the compressor plant, 70 yards N. 82° E. of power pole No. BECo. 152, and 51 yards N. 44° W. of an orange stake marked "12."

Elevation of station is 2,267 feet by hand levels.

U. S. 667, Daniels Property, Pa. (McKean County, B. R. Wohld, 1935).—The station is located on the Daniels property of the Bradford Producing Co., in Warrant No. 4004, Otto Township, 70 yards S. 20° E. of the southwest corner of the power house, 14 yards S. 55° W. of water well No. C–11, 40 yards N. 73° E. of an oil well, 21 yards S. 23° W. of an orange stake marked "7," and 5 yards east of the center line of the road.

Elevation of station is 2,238 feet by hand levels.

U. S. 668, Ormsby, Pa. (McKean County, B. R. Wohld, 1935).—The station is located in the village of Ormsby, 0.7 mile southwest of the intersection of State Highway 59 with the dirt road running to Mount Jewett, 50 yards east of the center line of the Mount Jewett road, 80 yards N. 65° W. of the steel derrick of an oil well, 100 yards S. 25° E. of an old abandoned dwelling, and 66 yards S. 17° W. of an orange stake marked "20."

Elevation of station is 2,179 feet by hand levels.

U. S. 669, South of Olean, N. Y. (Cattaraugus County, B. R. Wohld, 1935).—To reach the station from the post office in Olean, go 1.2 miles south on State Highway 16A to its intersection with a dirt road leading west into McCann Hollow and the Flynn Farm, go 0.05 mile west on the dirt road to where a private lane leads north on the east side of a bridge across a small brook, then go 93 yards north on the private lane. The station is 107 yards west of State Highway 16A, 106 yards N. 58° W. of telephone pole No. NYT 49634/NL 53, 118 yards N. 65° E. of an orange stake marked "1," 60 yards east of the small brook, and 5 yards east of a barbed wire fence.

Elevation of station is 1,469 feet by hand levels.

U. S. 670, Fritz, N. Y. (Cattaraugus County, B. R. Wohld, 1935).—To reach the station from the post office in Olean, go 2.24 miles south on State Highway 16A to its intersection with a dirt road leading west, then go 110 yards west on the dirt road to a bridge across a creek. The station is located 110 yards west of State Highway 16A, 106 yards N. 60° E. of highway culvert No. 55 + 45, 106 yards N. 55° E. of power pole No. NL–101, 12 yards northwest of the bridge, 3 yards west of the west bank of the creek, 12 yards north of the center line of the dirt road, 3 yards southeast of an orange stake marked "2," and on property belonging to Burt Fritz.

Elevation of station is 1,646 feet by hand levels.

U. S. 671, Rocky Crest, N. Y. (Cattaraugus County, B. R. Wohld, 1935).—To reach the station from the post office in Olean, go 4.7 miles south on State Highway 16A to the Rocky Crest Sanatorium, take the road leading into the sanatorium grounds and go southwest of the garage, go 0.18 mile on a dirt road to a small farm owned by G. Webster which is adjacent to the sanatorium grounds on the western boundary. The station is located in the niche of a cliff which is east of two abandoned poultry houses, 14 yards east of the northernmost one of the poultry houses, 44 yards south of a small brick shanty housing an electric motor, 90 yards east of the highway, 101 yards N. 85° E. of power pole No. NL 6, and 40 yards west of the Olean-Alleghany town line.

Elevation of station is 2,374 feet by hand levels.

U. S. 672, Forest Oil Co., N. Y. (Cattaraugus County, B. R. Wohld, 1935).—The station is located 0.7 mile southwest of Rock City, 0.85 mile east of the Sacred Heart Church in Knapp Creek, on the property of the Forest Oil Co. (Simms lease), Lot No. 3, Range 1, Allegany Township, 122 yards south of State Highway 16A, 30 yards S. 10° E. of the southeast corner of a garage, 53 yards S. 10° W. of power pole No. NL 27, 24 yards S. 55° W. of an orange stake marked "4," and 52 yards S. 13° W. of a concrete monument marked "132."

Elevation of station is 2,390 feet by hand levels.

U. S. 673, Knapp's Creek, N. Y. (Cattaraugus County, B. R. Wohld, 1935).—The station is located in Knapp Creek, Range 4, Allegany Township, 0.4 mile west of the Sacred Heart Church, 23 yards southwest of State Highway 16A, 12 yards S. 80° E. of an oil well, 98 yards N. 69° W. of an orange stake marked "5," in a small clearing in wooded land, on property belonging to the Kinley Oil Co.

Elevation of station is 2,392 feet by hand levels.

U. S. 674, Bingham, Pa. (McKean County, B. R. Wohld, 1935).—The station is located in Bingham, Warrant No. 2253, Lafayette Township. To reach the station, go 170 yards northeast from the Baltimore & Ohio Railroad on the hard-surfaced road running to Cyclone P. O., to a dirt road leading north into an open field. The station is 45 yards N. 32° E. of an abandoned oil well, 56 yards N. 71° E. of an abandoned frame building with a tin roof, 70 yards north of the hard-surfaced road, 33 yards N. 71° E. of an orange stake marked "16," and in a pasture owned by J. W. Mathews.

Elevation of station is 2,133 feet by hand levels.

U. S. 675, Mt. Alton, Pa. (McKean County, B. R. Wohld, 1935).—To reach the station, go 0.43 mile east from School No. 5 in Mt. Alton, to a T-intersection with the hard-surfaced road running to Bingham, then go 0.2 mile north on the road to Bingham. The station is located in an open field 40 yards east of the hard-

surfaced road, 35 yards N. 80° E. of telephone pole No. 106, and 53 yards S. 20° W. of an orange stake marked "17."

Elevation of station is 2,116 feet by hand levels.

U. S. 676, West of Backus, Pa. (McKean County, B. R. Wohld, 1935).—The station is located 1.05 miles west of the Baltimore & Ohio Railroad overhead crossing in Backus, Keating Township, 32 yards north of the center line of the dirt road running from Backus to Mt. Alton, 47 yards N. 38° E. of telephone pole No. 166–174 marked "5/71," 36 yards N. 18° W. of telephone pole "BT Co. #175R3," and 28 yards N. 75° E. of an orange stake marked "18."

Elevation of station is 2,116 feet by hand levels.

U. S. 677, Backus, Pa. (McKean County, B. R. Wohld, 1935).—The station is located in the village of Backus, Keating Township, 37 yards N. 50° E. of the northeast corner of the Baltimore & Ohio Railroad depot, 200 yards north of the dirt road running from Ormsby to Backus, 41 yards N. 78° E. of the telephone pole at the north end of the depot platform, and 163 yards north-northwest of an orange stake marked "19."

Elevation of station is 2,097 feet by hand levels.

U. S. 678, North of Davie, Fla. (Broward County, B. R. Wohld, 1936).—The station is located 2.0 miles north of Davie, on State Highway 26 leading to the North New River Drainage Canal, in the center of the triangle formed by the intersection of the hard-surfaced road and the road running east and west on the south bank of the canal, 32 yards south of the south bank of the canal, 12 yards south of the road running east and west, and 19 yards S. 32° W. of road project marker "NRS–123."

Elevation of station is 2 feet by barometric leveling.

U. S. 679, Southwest of Deerfield, Fla. (Broward County, B. R. Wohld, 1936).—The station is located about 7 miles southwest of Deerfield. To reach the station from the East Coast Line (Flagler System) railroad station in Deerfield, go 9.45 miles west and south on State Highway 149 to a point where a wagon road leads east into a clearing. The station is 47 yards east of the center line of the highway, 4 yards north of the center line of the wagon road, 5 yards east of a pine tree blazed 3 feet from the ground on the east side, and 0.56 mile north of triangulation station Hammond.

Elevation of station is 28 feet by barometric leveling.

U. S. 680, West of Delray Beach, Fla. (Palm Beach County, B. R. Wohld, 1936).—The station is located about 9 miles west of Delray Beach. To reach the station from the intersection of U. S. Highway 1 and Atlantic Avenue in Delray Beach, go 8.9 miles west on Atlantic Avenue to a T-intersection with a dirt road running north and south, go 1.65 miles north on the dirt road. The station is 27 yards west of the center line of the dirt road, 40 yards north of an artificial drainage canal, and 8 yards north of a pine tree blazed 3 feet above the ground on the north side.

Elevation of station is 19 feet by barometric leveling.

U. S. 681, Platt, Fla. (Palm Beach County, B. R. Wohld, 1936).—To reach the station from West Palm Beach, go 8.04 miles west from the intersection of the Florida East Coast Railroad and the Okeechobee road to an entrance leading north from the road into the farm of a Mr. Platt. This road is not State Highway 25 which runs west to Lake Okeechobee but is a street in West Palm Beach which runs westward from the town as a dirt road. The station is 11 yards north of the center line of the road, 41 yards S. 28° W. of the northwest corner of the dwelling house, 7 yards south of a small animal pen, and 1½ yards west of a 4-foot pole stuck in the ground.

Elevation of station is 28 feet by barometric leveling.

U. S. 682, Miami Canal, Fla. (Dade County, B. R. Wohld, 1936).—To reach the station from Pennsuco, go 4.24 miles northwest on State Highway 26 to the point where a gravel road continues northwest along the northeast bank of a canal, go 2.19 miles northwest on the gravel road to where the road ends at a camp site on the canal bank. The station is in the center line of the roadway produced, about 4 paces north of the northeast end of a gravel pile, about 10 paces north of the canal bank, and 10 paces west of an abandoned auto frame lying in the swamp at the edge of the road.

Elevation of station is 25 feet by barometric leveling.

U. S. 683, 20 Mile Bend, Fla. (Palm Beach County, B. R. Wohld, 1936).—The station is located 20 miles west of West Palm Beach and 20 miles east of Belle Glade. To reach the station, go on State Highway 25 to the point known as "20 Mile Bend" where the highway crosses the canal. The station is 137 yards west of

the south end of the drawbridge, 3 yards south of the center line of State Highway 194, 1 yard east of a red danger signal on the shoulder of the road, and 101 yards west of a frame shack.

Elevation of station is 17 feet.

U. S. 684, South Bay, Fla. (Palm Beach County, B. R. Wohld, 1936).—The station is located in South Bay, on the top of the west concrete abutment of the canal lock, 88 yards south of the bridge on State Highway 25 which crosses the canal, 3 yards south of the northernmost lockgate, 36 yards north of the southernmost lockgate, 4 feet above the ground level, 1 yard west of the water edge of the abutment, and 8 yards south of bench mark Tidal 1.

Elevation of station is 22 feet by hand levels.

U. S. 685, Clewiston, Fla. (Hendry County, B. R. Wohld, 1936).—The station is located in Clewiston, on the top of the levee on the top of the east concrete abutment of flood-gate "H. G. S. NO. 2, Clewiston," on the lower of the two concrete shoulders, immediately north of an expansion crack in the concrete, 6 yards south of the south corner of the easternmost one of the two concrete houses containing the flood-gate controls, 4½ yards north-northeast of the southeast corner of the concrete abutment, ⅔ yard east of the concrete shoulder containing the guard rail, and 1 foot west of the east edge of the concrete.

Elevation of station is 29 feet by hand levels.

U. S. 686, La Belle, Fla. (Hendry County, B. R. Wohld, 1936).—The station is located in La Belle, on property belonging to Henry Ford, 82 yards S. 45° E. of the southeast corner of the Ford Motor Co. and Standard Oil Co. service station at La Belle, 145 yards south of State Highway 25, 78 yards east of State Highway 164, and 3 yards south of an iron stake capped with a ring gear.

Elevation of station is 16 feet by hand levels.

U. S. 687, United Naval Stores, Fla. (Hendry County, B. R. Wohld, 1936).—The station is located 12.75 miles east of the courthouse in La Belle, 4.7 miles east of the Atlantic Coast Line Railroad station in Goodno, on State Highway 25, on property belonging to the United Naval Stores Co., at the west end of a group of buildings in a turpentine camp, 51 yards south of the center line of the highway, 7 yards west of the southwest corner of the second permanent building from the west end of the group, 11 yards southeast of the westernmost building occupied by the foreman of the camp, and 1½ yards north of a burnt pole 7 feet long which is set in the ground.

Elevation of station is 16 feet by barometric leveling.

U. S. 688, Brown's Farm, Fla. (Palm Beach County, B. R. Wohld, 1936).—To reach the station from Belle Glade, go 6.2 miles east on State Highway 25 to "Six Mile Bridge" over the Hillsborough Drainage Canal, go 7 miles southeast along the road to Brown's Farm, go into the farm and continue on the main road to the office buildings, turn west at the tool and machine-shed buildings on the gravel road and go 0.1 mile to the abandoned scales with a concrete foundation. The station is located on the southeast corner of the concrete foundation of the scales platform. This platform is sunk to the limestone cap.

Elevation of station is 18 feet by barometric leveling.

U. S. 689, Range Line, Fla. (Palm Beach County, B. R. Wohld, 1936).—The station is located 10 miles west of the intersection of U. S. Highway 1 and Lucerne Avenue in Lake Worth. To reach the station, go west on Lucerne Avenue to the Range Line Road and Canal. The station is 26 yards south of the center line of the roadway, 11 yards east of a private lane leading into the farm at the southeast corner of the intersection, 51 yards S. 63° E. of the public bridge over the Range Line Canal, 47 yards east of the canal, 21 yards S. 41° E. of a private bridge over a canal running east and west, 15 yards south of the canal running east and west, and on property belonging to Otto Bankala.

Elevation of station is 25 feet by barometric leveling.

U. S. 690, West of Fort Green, Fla. (Manatee County, B. R. Wohld, 1936).—The station is located 11.34 miles west of the Seaboard Air Line Railway crossing in Fort Green. To reach the station, go west on State Highway 32 to a Y-intersection with a hard-surfaced road leading northeast which is marked by a large faded signpost in the center of the triangle formed by the intersection. The station is about 0.23 mile N. 85° E. of a white frame schoolhouse, 94 yards S. 15° W. of the center of the triangle, 84 yards west of a dirt road running north and south, 14 yards S. 3° W. of the westerly one and 21 yards S. 40° W. of the easterly one of two pine trees blazed on the south side 3 feet above the ground.

Elevation of station is 120 feet by barometric leveling.

U. S. 691, Wimauma, Fla. (Hillsborough County, B.R. Wohld, 1936).—The station is located in Wimauma, 1.03 miles west of the Seaboard Air Line Railway depot. To reach the station, go west along the hard-sur-

faced road running from Wimauma to Ruskin. The station is in a grove of trees on the north side of a small lake, 95 yards north of the edge of the lake, 84 yards due south of the west end of a signboard reading "The Church of God," 67 yards south of the center line of the highway, 11 yards N. 54° W. of a 6-foot pole which is set in the ground, and 70 yards S. 38° E. of telephone pole No. 46.

Elevation of station is 90 feet by barometric leveling.

U. S. 692, Riverview, Fla. (Hillsborough County, B. R. Wohld, 1936).—The station is located 1.22 miles west of Riverview, on the right of way of the road running from Riverview to East Tampa, 15 yards north of the center line of the roadway, 200 yards N. 80° E. of a concrete bridge, 4 yards south of a barbed wire fence, and 3 yards southwest of a pine tree blazed 3 feet above the ground on the southwest side.

Elevation of station is 21 feet by barometric leveling.

U. S. 693, Manatee, Fla. (Manatee County, B. R. Wohld, 1936).—The station is located 1.25 miles east of the railroad station in Manatee, 0.08 mile west of the bridge on State Highway 161 across the Manatee River, in a vacant lot at the northwest corner of Twenty-third Street and Manatee Avenue, 100 yards northwest of the intersection of Twenty-third Street and Manatee Avenue, 80 yards north of the center line of Manatee Avenue, and 65 yards west of the center line of Twenty-third Street.

Elevation of station is 12 feet by barometric leveling.

U. S. 694, Port Tampa, Fla. (Hillsborough County, B. R. Wohld, 1936).—The station is located in Port Tampa City, in the rear of the school at Ingraham Avenue and West Shore Boulevard, on the concrete top of the septic tank, 7 feet east of the west edge, 2½ feet south of the north edge, and immediately north of the westernmost one of three covers in the septic tank.

Elevation of station is 10 feet by barometric leveling.

U. S. 695, St. Petersburg, Fla. (Pinellas County, B. R. Wohld, 1936).—The station is located in St. Petersburg, at the intersection of North Twenty-sixth Street and Thirtieth Avenue North, 9 yards north of the center line of Thirtieth Avenue North, 4 yards west of the center line of North Twenty-sixth Street, 2 feet north of the point where the brick paving ends, 2 yards east of the curbstone on the west side of North Twenty-sixth Street, and 290 yards N. 64° W. of reference mark No. 2 for triangulation station St. Petersburg Southeast Base.

Elevation of station is 50 feet by barometric leveling.

U. S. 696, Four Corners, Fla. (Manatee County, B. R. Wohld, 1936).—To reach the station from Fort Green, go 11.34 miles west on State Highway 32 from the Seaboard Air Line Railway tracks to a Y-intersection, turn northeast and go 3.67 miles on a hard-surfaced road leading northeast to Bartow. The station is 2 yards southeast of the center line of the road, 6 yards northwest of a barbed wire fence, 0.15 mile southwest of a concrete bridge, and 1.88 miles southwest of the Hillsborough county line.

Elevation of station is 134 feet by barometric leveling.

U. S. 697, Homeland, Fla. (Polk County, B. R. Wohld, 1936).—The station is located 1.54 miles north of the Atlantic Coast Line Railroad depot in Homeland, and 5.05 miles south of the south entrance of the courthouse in Bartow. To reach the station from Homeland, go north on U. S. Highway 17 to a sand road leading west from the highway at a point 0.2 mile north of the north end of a guard rail on the highway. The station is 74 yards west of the center line of the highway, 4½ yards north of the sand road, 12 yards north of a barbed wire fence, and 6½ yards S. 75° E. of a pine tree blazed on the east side 3 feet above the ground.

Elevation of station is 114 feet by barometric leveling.

U. S. 698, Amelia, Va. (Amelia County, C. I. Aslakson, 1936).—The station is located 0.87 mile northeast of the railroad station in Amelia, 38 yards west of U. S. Highway 360, 43 yards N. 65° W. of the telephone pole marked "394," 43 yards S. 85° E. of the semaphore signal on the Southern Railway, and in a wooded spot used as parking space for the Amelia Golf Course.

Elevation of station is 364 feet by barometric leveling.

U. S. 699, Winterpock, Va. (Chesterfield County, C. I. Aslakson, 1936).—The station is located in the town of Winterpock, 69 yards S. 7° W. of the center of the intersection of the Skinquarter and Threat Roads, 27 yards west of the center line of the Skinquarter Road, 65 yards south of the center line of the Threat Road, 93 yards north of the bridge across Winterpock Creek, and at the edge of a clearing on the site formerly occupied by the depot of the Farmville & Powhatan Railroad spur line.

Elevation of station is 212 feet by barometric leveling.

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U. S. 700, Ettrick, Va. (Chesterfield County, C. I. Aslakson, 1936).—The station is located on the north edge of the town of Ettrick, 0.3 mile west of the independent sawmill, 0.15 mile west of the Atlantic Coast Line Railroad crossing on Dupey Road, in a pasture east of the house occupied by a Mr. Willard, 18 yards south of Dupey Road, and 24 yards east of the northeast corner of the house. To reach the station, go 0.95 mile northwest from the intersection of River and Woodpecker Roads in Ettrick to Dupey Road, then go 0.40 mile east.

Elevation of station is 110 feet by barometric leveling.

U. S. 701, Leader, Va. (Chesterfield County, C. I. Aslakson, 1936).—The station is located about 6.65 miles northwest of Matoaca. To reach the station, go northwest on State Highway 36 to the site of a town formerly known as Leader. The station is on the grounds of a white frame church building (the Gill Grove Baptist Church) in Leader, 25 yards N. 10° W. of the northwest corner of the church, 32 yards east of the center line of the highway, 43 yards northeast of a telephone pole on the highway opposite the church grounds marked "P.T. Co.," and 100 yards south of the intersection of the highway with the Chesterfield Courthouse Pike (State Highway 636).

Elevation of station is 311 feet by barometric leveling.

U. S. 702, Prince George, Va. (Prince George County, C. I. Aslakson, 1936).—The station is located 1.2 miles east of the courthouse in Prince George, 35 yards south of the center line of State Highway 37, in a clearing on the south side of the highway used as a State road gravel dump, and 2 yards north of a pine tree blazed on the north side 3 feet above the ground.

Elevation of station is 139 feet by barometric leveling.

U. S. 703, Cadillac, Va. (Prince George County, C. I. Aslakson, 1936).—The station is located approximately 3 miles southeast of Sycamore Church, at the intersection of State Highways 616 and 635, 18 yards due north of the center of the intersection, 2 yards northwest of a small twin-oak tree, and on property belonging to Frank Cadillac.

Elevation of station is 126 feet by hand levels.

U. S. 704, Southwest of Burrowsville, Va. (Prince George County, C. I. Aslakson, 1936).—The station is located 2.7 miles southeast of Burrowsville on the Pond Road, about 49 yards south of the road, 23 yards west of the private road leading to the farmhouse of J. W. Richardson, 54 yards northeast of the northeast corner of the deserted Richardson farmhouse, and 4 yards north of a dim trail leading to the deserted farmhouse.

Elevation of station is 66 feet.

U. S. 705, Spring Grove, Va. (Surry County, C. I. Aslakson, 1936).—The station is located in Spring Grove, 0.25 mile northwest of the intersection of State Highways 10 and 40 in Spring Grove, on property formerly used as a service station and tourist camp, 9 yards south of the southeast corner of a tourist cabin, 21 yards south of State Highway 10, and 11 yards west of a small drainage ditch.

Elevation of station is 109 feet by hand levels.

U. S. 706, Surry, Va. (Surry County, C. I. Aslakson, 1936).—The station is located in an open wooded section in the town of Surry, 80 yards east of the brick schoolhouse on the dirt road leading east to Newton, 32 yards northeast of the dirt road, about 50 yards S. 15° W. of a Y-intersection in an abandoned railroad grade now used as a wagon road, and 10 yards N. 17° W. of an old open well.

Elevation of station is 130 feet by barometric leveling.

U. S. 707, Bacon's Castle, Va. (Surry County, C. I. Aslakson, 1936).—The station is located in the village of Bacon's Castle, in a triangular grove at the northeast corner of the intersection of State Highway 10 with a dirt road, 40 yards east of State Highway 10, 40 yards north of a dirt road running east and west, 65 yards N. 73° E. of the southeast corner of the historical house known as "Bacon's Castle," 110 yards N. 85° W. of triangulation station Bacon, and on property belonging to Mrs. R. L. Powers of Richmond.

Elevation of station is 82 feet by hand levels.

U. S. 708, Warwick, Va. (Warwick County, C. I. Aslakson, 1936).—To reach the station, go 0.39 mile southwest on State Highway 173 from its intersection with U. S. Highway 60 near Denbigh to its intersection with a dirt road leading northwest, then go 0.17 mile northwest on the dirt road. The station is in a small clearing at the apex of a triangle on the north side of two intersecting trails, 28 yards southwest of the point where the easterly of two fourth-class roads crosses a draw, 9 yards east of a vine-covered wire fence, and 7 yards north of the easterly and larger of two large oak trees.

Elevation of station is 34 feet by barometric leveling.

U. S. 709, Little Bethel Church, Va. (Elizabeth City County, C. I. Aslakson, 1936).—The station is located 5.5 miles west by north of Hampton, at the Little Bethel Church, 8 yards due east of the southeast corner of the old church building, 44 yards due west of the southwest corner of the new church building, and 23 yards S. 60° W. of the power pole between the church buildings.

Elevation of station is 20 feet by hand levels.

U. S. 710, East of Blocksomes Corners, Va. (Elizabeth City County, C. I. Aslakson, 1936).—The station is located 0.37 mile east of Blocksomes Corners, in the southeast corner of the intersection of a public dirt road and a private lane, 12 yards south of the public road, and 8 yards east of the private lane.

Elevation of station is 11 feet by barometric leveling.

U. S. 711, Oakwood, Va. (Norfolk County, C. I. Aslakson, 1936).—The station is located about 1.2 miles north of Oakwood, at Pooles Crossing station on the Ocean View and Fairmount Park Division of the Virginia Electric Power Co. trolley line, 49 yards east of the trolley line, 64 yards due east of a power pole marked "C. & P. Va.–2463 B," 9 yards north of a wagon road leading east into wooded land used as a rubbish dump, and 2½ yards S. 60° E. of a maple tree blazed on the east side 3 feet above the ground.

Elevation of station is 14 feet by trigonometric leveling.

U. S. 712, Lynn Haven, Va. (Princess Anne County, C. I. Aslakson, 1936; C. A. Schoene, 1937; C. I. Aslakson, 1938; R. W. Woodworth, 1938).—The station is located 1.9 miles east of the drawbridge at Lynn-Haven Inlet, 0.6 mile east of the entrance to "Club 500" on U. S. Highway 60, 50 yards south of the highway, on a concrete road leading to a dead end at the Norfolk & Southern Railroad line, ⅔ yard east of the edge of the concrete road, and 121 yards north of the railroad line.

In 1937 the original description was found to be adequate. Additional description was given as follows: The station is on a short concrete street running north and south between U. S. Highway 60 and the Norfolk & Southern Railroad. Apparatus No. 3 (A–8) was set on the west side of the concrete pavement, and apparatus No. 2 (A–9) was set at about the middle of the pavement. Both were set about 250 yards south of Chesapeake Bay, 167 feet south of center line of U. S. Highway 60, 19 feet east of the gravity mark, approximately 300 yards south-southwest of a house on the beach. The mark is a standard gravity mark stamped "LYNN HAVEN 712 1936 1937" and set in the top of a concrete post. The mark is 168 feet south of the center line of U. S. Highway 60, 25 feet west of the center line of the concrete paving, and 7 feet west of a blaze on a scrub tree.

To reach from Ocean View, go east on U. S. Highway 60 for approximately 10 miles to the drawbridge at Lynn-Haven Inlet, continue east 1.3 miles to the entrance to "Club 500" on the left, continue east for 0.65 mile to the second concrete street leading south at the beginning of a curve to the left, turn right and go south 50 yards to the gravity station.

In 1938 it was found that a transformer for an electric line had been placed at the 1936 station making that location undesirable from an electrical standpoint. A point 160 yards N. 12½° W. (mag.) from the 1936 station and 3 feet higher was therefore occupied.

The elevation of the 1936 station is 6 feet by hand levels.

U. S. 713, Chanty Neck, Va. (Princess Anne County, C. I. Aslakson, 1936).—The station is located on Chanty Neck, about 4.3 miles south of the Horn Point Hunting Club on property belonging to Albert N. Henley, at the edge of a swamp bordering on a back bay, at the southeast corner of the wood fence enclosing the front yard, 4 yards north of an east-west fence, and 4 yards west of a north-south fence.

The elevation of the station is 1 foot by hand levels.

U. S. 714, Welsh, La. (Jefferson Davis Parish, C. I. Aslakson, 1936).—Station is located in the southern part of the town of Welsh, in the western edge of park, 0.1 mile west of the park entrance on the road between Welsh and Lake Arthur, 150 feet southwest of the southwest edge of the concrete swimming pool, 64 feet east of the north-south fence marking the western boundary of the park, about 150 feet northwest of the children's swings, and 161¾ feet S. 40° W. (mag.) from the center of the concrete truncated pyramid which forms the diving board platform at the western edge of the pool. Mark is a standard triangulation station disk with "TRIANGULATION" ground out and "GRAVITY" stamped in. Mark is stamped "WELSH 1936" and is set in 8-inch concrete post. The pendulum apparatus was set in ground surrounded by molding plaster.

Elevation of station is 19 feet by barometric leveling.

U. S. 715, Grand Chenier, La. (Cameron Parish, C. I. Aslakson, 1936).—Station is located in Grand Chenier, 1 mile east of Mermantau Ferry, 0.96 mile east of triangulation station Ferry, 50 yards north of Grand Chenier Road, on the west edge of property owned by the Mrs. A. Miller estate. The cross on the

steeple of the Catholic Church of the Immaculate Conception (triangulation station Grand Chenier East Mermantau Ferry Church) is 0.05 mile S. 75° E. (mag.) from station. The staff on the steeple of triangulation station Grand Chenier West Mermantau Ferry Church is 0.16 mile S. 80° W. (mag.) from station. The line to the latter church is obstructed by buildings at the station. Mark is a brass disk stamped "GRAVITY GRAND CHENIER 1936" and set in concrete about 2½ feet deep and 8 inches in diameter, about 1 foot west of a north-south fence which appears to mark the east side of a street. The street, however, is not public property but belongs to the Mrs. A. Miller estate.

Elevation of station is 8 feet by hand levels.

U. S. 716, Oakdale, La. (Allen Parish, C. I. Aslakson, 1936).—Station is located in Allen Parish, 0.60 mile north of the Missouri Pacific Railroad station in Oakdale, on U. S. Highway 165, in the northwest corner of a tourist court owned by Mr. W. A. Horne. Station is one yard southeast of a brass disk stamped "GRAVITY OAKDALE 1936" and set in a concrete post flush with the ground, 40 yards west of U. S. Highway 165 and 1 yard south of an east-west dirt road.

Elevation of station is 115 feet by hand levels.

U. S. 717, Sandel, La. (Sabine Parish, C. I. Aslakson, 1936).—Station is at post office Sandel, in the south corner of a woods. It is approximately 75 yards east by south of the post office, 84 feet northeast of the center line of U. S. Highway 171, 156½ feet north of the north corner of an iron crossing-guard on the paved highway, and 138 feet northwest of the center line of the old logging railroad. The gravity station mark is about 3 inches below the ground surface, 17.5 feet northeast of a triangular blaze on a 12-inch pine tree. The two holes where the pendulums were set contain plaster and should be easily identified for many years.

Elevation of station is 218 feet by hand levels.

U. S. 718, Kingston, La. (De Soto Parish, C. I. Aslakson, 1936).—Station is located in Kingston, in a clearing south of the general store owned by Mr. M. J. Scott, 38 yards southeast of the intersection of State Highways 748 and 145, 64 yards N. 30° E. of the northwest corner of the white frame Evergreen Baptist Church, 9 yards west of the southeast corner of general store, and 5 yards south of the south side of store. Station is 4½ yards S. 20° E. of a brass disk stamped "GRAVITY KINGSTON 1936" and set in concrete flush with ground.

Elevation of station is 229 feet by barometric leveling.

U. S. 719, Vernon, Tex. (Willbarger County, C. I. Aslakson, 1936).—Station is located in Vernon, at the Restwell Tourist Camp, 0.75 mile east on U. S. Highway 70 (Willbarger Street) from the county courthouse in Vernon, 127 feet south of U. S. Highway 70, 70 feet west of Oak Street, and 35 feet west of a brass disk stamped "GRAVITY VERNON 1936" and set in the top of a concrete post. This post was placed in range with a north-south line of locust trees immediately adjacent to and paralleling the west edge of the right-of-way of Oak Street.

Elevation of station is 1,196 feet.

U. S. 720, Midland, Tex. (Midland County, C. I. Aslakson, 1936).—The gravity mark is on the northwest side of U. S. Highway 80, 41 feet northwest of center line of concrete pavement, 11.5 feet southwest of a large telephone pole, and 80.2 feet southwest of south corner of the Broadway Tourist Camp. The two pendulums were set 240 feet northwest of gravity station mark, 125 paces north of the Texas & Pacific Railroad tracks, 102 feet west of the northwest corner of the Broadway Tourist Camp. The Broadway Tourist Camp is 0.9 mile east of the Texas & Pacific Railroad depot in Midland. The camp is on U. S. Highway 80 and just north of the Texas & Pacific Railroad tracks.

Elevation of station is 2,768 feet.

U. S. 721, Sweetwater 2, Tex. (Nolan County, C. I. Aslakson, 1936).—Station is located on the northeast side of the city of Sweetwater, on the property of "Camp Joy" tourist camp, 0.9 mile on U. S. Highway 80 (Broadway Street) northeast of the county courthouse in Sweetwater, 125 paces northwest of the main line of the Texas & Pacific Railroad. The pendulums were set in the ground at a point on the west side of the camp grounds, 140 feet southeast of the northwest property line of the camp, about 60 yards southeast of the center line of U. S. Highway 80, 95 feet northeast of the southwest property line of the camp, about 10 feet northwest of a cabin, and 10 feet north of the gravity station mark stamped "SWEETWATER 1936." The old station U. S. 61 which was set in a cyclone cellar in the center of the city could not be recovered. The cyclone cellar has evidently been destroyed so a new station was established.

Elevation of station is 2,136 feet.

U. S. 722, Kerrville 2, Tex. (Kerr County, C. I. Aslakson, 1936).—Station is located in the southern part of the city of Kerrville in "Bass Courts" tourist camp. The pendulums were set on the west side of the camp

grounds, 100 paces west of the intersection of Water Street and Broadway Street (State Highway 27), about 150 yards east of the Guadalupe River. The exact point is 12 feet south of a lone tree, 18 feet east of a wire fence line, and 17 paces north of the southwest corner of the camp grounds. The station mark is 20 feet west of the point where the pendulums were set, 54½ feet north of the southwest corner of the camp grounds, and 1 foot east of a wire fence line. The old station U. S. 62 which was set in the basement of a building in the center of town could not be occupied. The owner of the building refused permission for night observations which are necessary because of poor radio reception during the days.

Elevation of station is 1,609 feet.

U. S. 723, Del Rio, Tex. (Valverde County, C. I. Aslakson, 1936).—The station is located on the east side of the city of Del Rio, about ¾ mile east of the business district, about 0.3 mile south of the Southern Pacific Co. railroad, about 100 yards south of San Felipe Creek, at the "Del Rio Tourist Camp." The pendulums were set on the northwest side of the camp grounds, 11 feet northwest of a row of cabins, and 90 feet south of the gravity station mark, 8 paces southeast of the projected center line of Bridge Street, and 20 paces southwest of the projected center line of Waters Avenue. The gravity station mark is stamped "DEL RIO 1936" and is at the northwest edge of the camp grounds, 3 paces west of a lone sycamore tree, and 15 paces south of the edge of a dump where the slope breaks off steeply to the creek.

Elevation of station is 956 feet.

U. S. 724, Sam Fordyce, Tex. (Hidalgo County, C. I. Aslakson, 1936).—The station is located in the former village of Sam Fordyce, at the southwest corner of a crossroads which is in the northeast corner of the village, about 150 yards north and 100 yards east of the depot, about 150 yards north of the freight depot, and about 100 yards east of a brick building (formerly a post office, opposite which is a ruin of a brick building which at one time contained a Coast and Geodetic Survey bench mark). Point occupied is 15 feet northeast of a gravity mark set in a concrete post which protrudes 8 inches. The post is in the mesquite and is 50 feet south of the center line of an east-west road and about the same distance west of a north-south trail. Traces of plaster should be found where bases were set.

Elevation of station is 154 feet.

U. S. 725, Port Isabel 2, Tex. (Cameron County, C. I. Aslakson, 1936).—Station is located at Point Isabel. Old station was inaccessible for occupation and new station was established. Small hill on which old station was located is to be leveled and made into a tourist camp. Latitude and longitude piers were both badly weathered. There were no indications of old concrete gravity pier. The new gravity mark is 308 feet N. 19° W. (mag.) from the lighthouse. The station is 250 feet N. 66° W. (mag.) from triangulation station Fronton. The point occupied was 6 feet south of the mark. Mark is a brass disk in a concrete post protruding 6 inches. It is located about 10 meters south of the water's edge, 13 meters west of the center line of Garcia Street, and 70 meters north of Maxam Street.

Elevation of station is 10 feet.

U. S. 726, Alice, Tex. (Wells County, C. I. Aslakson, 1936).—Station is located in east edge of Alice, 0.38 mile east of the concrete municipal water tank, on State Highway 128 (East Main Street), at the Wonderland Service Station and Tourist Camp, 62 feet N. 25° W. of the center line of the highway, 40 feet S. 70° W. of center line of Texas Avenue, 70 feet N. 80° W. of the northwest corner of a concrete culvert in highway, 50 feet east of the east side of service station, and 15 feet south of a concrete monument bearing a brass disk stamped "GRAVITY ALICE 1936."

Elevation of station is 196 feet.

U. S. 727, Corpus Christi, Tex. (Nueces County, C. I. Aslakson, 1936).—Station is located about 1½ miles east-northeast of business district of the city of Corpus Christi. It is between the San Antonio & Aransas Pass Railroad and Corpus Christi Bay, 62 paces southeast of the railroad, 124 paces northwest of the high-tide line of the bay, and about 0.7 mile northeast of two bridges over an inlet. The mark is located in the Harris House Car Camp on property owned by Mrs. Maggie Adams of Richmond, 1 foot northeast of the southwest property line of Mrs. Adams' property. The street address of the camp is 3314 Hamilton Road. The point occupied was 6 feet northeast of the mark. Description of property as follows: South side of Lot 86, Block 1, Corpus Beach Hotel Addition.

Elevation of station is 4 feet.

U. S. 728, Bay City, Tex. (Matagordo County, C. I. Aslakson, 1936).—Station is located 0.70 mile east of the municipal water tank of Bay City on State Highway 35, in the Red Wing Tourist Court. Station is marked by a brass disk set in concrete post protruding 6 inches. Station is 30 feet south of the mark. Mark is

located 1 foot west of the northwest corner of the westernmost cabin and is 88 meters north of center line of State Highway 35.

Elevation of station is 50 feet.

U. S. 729, Fairmount, Tex. (Sabine County, C. I. Aslakson, 1936).—Station is located 16.5 miles north of Wiergate, on State Highway 87, 1.5 miles north of the post office in Fairmount, 33 yards S. 40° W. of the south corner of the bridge (No. S 315 T 54) across Big Sandy Creek, 33 yards S. 55° W. of center line of State Highway 87, on a seldom-used wagon road leading southwest into an open woods, 17 yards south of the south bank of creek, and 24 yards S. 40° W. of a brass disk stamped "GRAVITY FAIRMOUNT 1936" and set in a concrete post projecting 10 inches above surface of ground. Mark is 9 yards S. 40° W. of south corner of bridge.

Elevation of station is 176 feet.

U. S. 730, Rosenberg, Tex. (Fort Bend County, C. I. Aslakson, 1937).—Station is located 0.9 mile east of the main street intersection in Rosenberg on U. S. Highway 90, at the south end of a row of tourist cottages on the west side of the Fairview Tourist Camp, and 9 feet southwest of the mark. The mark is a brass disk, stamped "GRAVITY ROSENBERG 1937," and set in corner of sidewalk leading into last cabin to south on west side of the camp. Instruments were set 86 paces south of center line of U. S. Highway 90, and 20 paces north of a barbed wire fence line (property-line).

Elevation of station is 100 feet.

U. S. 731, Wallis, Tex. (Austin County, C. I. Aslakson, 1937).—Station is located in the northeast part of the town of Wallis, about 150 yards west of the Gulf, Colorado, & Santa Fe Railroad station. The pendulums were set in holes in the ground in the northwest corner of a railroad wye, 33 feet east of railroad track, 150 feet southwest of the main line of the Gulf, Colorado & Santa Fe Railroad tracks, 64 feet southwest of the center line of State Highway 36, and 213 feet east of east corner of large white house. The property probably belongs to the railroad. The station is approximately 125 yards northwest of main line track of San Antonio & Aransas Pass Railroad. The instruments were set 14 feet southwest of a standard gravity mark, stamped "WALLIS 1937."

Elevation of station is 126.5 feet by spirit leveling.

U. S. 732, Briggs, Tex. (Burnet County, C. I. Aslakson, 1937).—Station is located about 4 miles west of Briggs on State Highway 74, on property owned by Mr. James Judy, near the southeast edge of a steep rocky draw, and about 380 feet southwest of State Highway 74. From station the following bearings and distances were observed: north corner Judy residence S. 2° E. (mag.) 197 feet, culvert on road near draw N. 31½° E. (mag.) 380 feet, head of draw N. 25° E. (mag.) 280 feet, lone tree near head of draw N. 25° E. (mag.) 214 feet. Station is about 100 feet southeast of steep break in draw, 76 feet S. 50° E. (mag.) from standard gravity mark stamped "BRIGGS 1937" and set in outcropping limestone. Mark is 24 feet south-southeast of a lone tree.

Elevation of station is 1,063.3 feet by trigonometric leveling.

U. S. 733, Bastrop, Tex. (Bastrop County, C. I. Aslakson, 1937).—Station is located about 1 mile east of Bastrop, in Bastrop State Park. It is 132 feet N. 38° E. of the red stone watch-tower at the west entrance to park at intersection of State Highway 71 and U. S. Highway 290, 112 feet S. 65° E. of the east abutment to a wooden gate in north wall, 84 feet north of a gravel road leading into park, and 111 feet S. 63° E. of a standard gravity mark stamped "BASTROP 1937" and set in top of north wall 3 feet east of a wooden gate.

Elevation of station is 525.0 feet by spirit leveling.

U. S. 734, Fayetteville, Tex. (Fayette County, C. I. Aslakson, 1937).—Station is located in the eastern part of Fayetteville, on property belonging to the SPJST lodge of Fayetteville. Station is near the southwestern edge of a baseball diamond, about 10 feet west of third base, 150 feet northeast of the northeast corner of the large lodge house, 159 feet northwest of the center line of State Highway 159, about ¼ mile northeast of the municipal water tank which shows through trees from the station and bears S. 17° W. (mag.). A standard gravity mark was set in the northeast abutment of a concrete bridge across State Highway 159. This bridge is about 300 yards east of the municipal water tank. From the mark the gravity station is 426 feet N. 15° E. (mag.).

Elevation of station is 385.9 feet by spirit leveling.

U. S. 735, Grand Bay, Ala. (Mobile County, C. I. Aslakson, 1937).—Station is located on Grand Bay-Wilmer Road, 3 miles north of Grand Bay and 3.31 miles south of Dees store and triangulation station Dees which is opposite north edge of Dees store. Station is on the property of H. L. Maxwell, owner and tenant,

108 feet northwest of the northwest corner of his house, 27 feet east of the center line of Grand Bay-Wilmer Road, 95 feet north of the private road leading into Mr. Maxwell's house, and 20 feet west of the west fence of his garden. A standard gravity mark was set in a concrete post, protruding 18 inches. Mark was set 1 foot west of west fence line of garden, 50 feet east of the center line of road, and 94 feet from the northwest corner of house which bears S. 55° E. (mag.) from mark. Station is 25 feet S. 50° W. (mag.) from mark. Mark may be found flush with surface at later date as ground is to be filled to depth of about 1½ feet.

Elevation of station is 70.6 feet by spirit leveling.

U. S. 736, Alabama Port, Ala. (Mobile County, C. I. Aslakson, 1937).—Station is located 1.25 miles south of (old) Port Alabama, 3.5 miles north of Cedar Point, 158 feet east of center line of highway, 240 feet S. 18° E. of intersection of highway with old road bed, 40 feet east of center line of old road bed, 91 feet S. 63° E. of standard gravity mark stamped "ALABAMA PORT 1937" and set in a concrete post 60 feet east of center line of highway.

Elevation of station is 5 feet by hand levels.

U. S. 737, Spring Hill, Ala. (Mobile County, C. I. Aslakson, 1937).—Station is located in Spring Hill, southwest of the Bienville water reservoir, 76 feet S. 30° E. of the southwest corner of the metal fence enclosing the reservoir, 42 feet east of the center line of dirt road leading south to Spring Hill business district, about 172 yards south of Moffatt Road, 90 feet N. 30° E. of power line pole No. 3, 19 feet west of the west bank of a borrow pit, and 12 feet east of a standard gravity mark stamped "SPRING HILL 1937" and set in a concrete post projecting 6 inches above ground, 30 feet east of center line of dirt road.

Elevation of station is 204 feet by hand levels.

U. S. 738, Prine, Ala. (Mobile County, C. I. Aslakson, 1937).—Station is located about 9 miles west-southwest of the depot in Citronelle, on the bank of the Escatawpa or Dog River. From depot go west ½ mile to intersection of pavement with U. S. Highway 45 and State Highway 57. Continue west and west-southwest 3 miles to graded section-line road leading west. Turn right on this graded road and go west 5½ miles to bridge over Escatawpa River. Station is 30 meters west of west end of bridge, 20 meters south of center line of road, in a small clearing. A standard gravity mark was set in 6-inch concrete post 100 feet west of west end of bridge and 18 feet south of center line of road. From mark station is 46 feet S. 5° E. (mag.).

Elevation of station is 108 feet by barometric leveling.

U. S. 739, Calvert, Ala. (Washington County, C. I. Aslakson, 1937).—Station is located 0.9 mile north of Calvert, on the east side of U. S. Highway 43, in a young turpentine woods, 110 feet east of the center line of U. S. Highway 43, and 20 feet south of a woods road leading east from highway. Station is about east of the center of a 5- to 8-foot cut in highway, the first cut of this depth north of Calvert. This cut is about 0.7 mile north of point where curve in northwest part of Calvert straightens out into long tangent bearing about north. A short fill with concrete guard rails on both sides is just south of this cut. A standard gravity mark, protruding 6 inches, is near center of cut, 38 feet east of center line of highway and 70 paces north of north end of guard rail. From mark the station is 73 feet S. 87½° E. (mag.).

Elevation of station is 38.8 feet by spirit leveling.

U. S. 740, Yarbo, Ala. (Washington County, C. I. Aslakson, 1937).—Station is located 1.29 miles south of a crossroads about 300 yards southeast of the Ingram-Day Lumber Co. water tank at Yarbo, 1.83 miles south of a railroad crossing where a railroad spur crosses U. S. Highway 84 in the northeast part of Yarbo, on State Highway 29 or U. S. Highway 84, on top of a hill as high as any in the vicinity, on cut-over timber land which is dotted with scrub oaks and second-growth pines. A track road crosses the main highway just north of the station. From the station, a fire tower bears N. 70° E. (mag.) approximately 0.9 mile distant. The pendulums were set at a point 47 feet northeast of the northeast right-of-way of U. S. Highway 84, and 60 feet southeast of the center line of the track road mentioned above, and about 50 feet northeast of a standard gravity mark and right-of-way marker "1035+00."

Elevation of station is 202 feet by spirit leveling.

U. S. 741, Bolinger, Ala. (Choctaw County, C. I. Aslakson, 1937).—Station is located in Bolinger, on property belonging to the Wilcox Lumber Co., about ¼ mile south of the lumber company water tank, 279 feet east of the railroad tracks, about 250 yards west of U. S. Highway 84, and about 100 yards west of a small stream, in a small open plot of ground. This plot of ground is about 150 yards southeast of the main sawmill. A standard gravity mark was located close to a wooden fence on the south side of this plot of ground and 300 feet east of the railroad tracks. From the mark the station is 119 feet N. 2° W. (mag.) and is on range with main mill stack. From mark the following magnetic bearings were observed: Switch on railroad tracks N. 73° W., main stack N. 2° W., and mill water tank N. 13° E.

Elevation of station is 169.3 feet by spirit leveling.

U. S. 742, Salitpa, Ala. (Clarke County, C. I. Aslakson, 1937).—Station is located 1½ miles southeast of Salitpa, at a road fork where the main highway continues on to Jackson and the right fork turns westward to the U. S. Reservation Lock No. 1 on the Tombigbee River. Station is located south of the fork, 15 yards south of the Salitpa-Jackson road, and 3 yards southwest of the Lock road. It is on the pole line of an R.E.A. project. A standard gravity mark was located in the point of land between the two roads, 12 yards south of the Salitpa-Jackson road and 11 yards northeast of the Lock road. From the gravity mark the station is 95 feet S. 87° W. (mag.).

Elevation of station is 66 feet by spirit leveling and by hand levels.

U. S. 743, Salt Creek, Ala. (Clarke County, C. I. Aslakson, 1937).—Station is located about 5 miles south and 1 mile east of Jackson, on the Jackson-Rockville road, about ¼ mile north of the bridge over Salt Creek, in the point of a fork between the main road and a woods road leading northeast. Station is 0.25 mile north of Salt Creek bridge, 100 yards north of bridge over small branch of Salt Creek, 45 feet east of center line of main road, and 30 feet northwest of woods road. A standard gravity mark was set within 6 feet of instruments. Mark is 40 feet east of main road and 30 feet northwest of woods road. To reach station from Jackson go 4.57 miles south from Southern Railway depot on Jackson-Rockville road.

Elevation of station is 68 feet by barometric leveling.

U. S. 744, Allen, Ala. (Clarke County, C. I. Aslakson, 1937).—Station is located in the town of Allen. The name of the post office is Allen while the name of the railway station is Sugsville. Station is 155 yards west of the crossing just south of the depot, 40 feet south of the center line of the road, 75 feet east of the east end of wooden bridge over a small stream, and 135 feet west-northwest of the northwest corner of the Allen Methodist Church, a wooden structure. Station is 10 feet from the east bank of the stream. A standard gravity mark was set on about the south right-of-way line of road, 158 yards west of railroad crossing south of depot. From mark, station is 23 feet S. 16° E. (mag.).

Elevation of station is 121 feet by spirit leveling.

U. S. 745, Sand Flat, Ala. (Clarke County, C. I. Aslakson, 1937).—Station is located about 4 miles northwest of Fulton, about 6 miles south-southwest of Thomasville, 1½ miles west of Almeda which is nothing but a side-track station and switch, and ½ mile west-southwest of a scattered crossroads settlement known variously as Springfield or Sand Flat, near the east bank of a small creek known as Piney Woods Creek, a tributary of the Bassett Creek and the first creek which the road leading west-southwest from Sand Flat crosses. Station is located 25 feet south of the center line of the road and 160 feet east of the center of wooden bridge over creek, on property owned by E. A. Kelley, at the west foot of a 200-yard slope in road. A standard gravity mark protruding 5 inches is located at the station.

Elevation of station is 310 feet by barometric leveling.

U. S. 746, Campbell, Ala. (Clarke County, C. I. Aslakson, 1937).—Station is located in Campbell, near the intersection of the Tallahatta Springs-Woodbluff road with the Coffeeville road, on property belonging to E. G. Reid of Campbell. Station is 20 paces north and 8 paces east of the center of the intersection of the above roads. From the station, the southwest corner of Mr. Reid's house is 166 feet N. 54° E. (mag.), the center of the north face at the twin-spired Campbell Methodist Church (a wooden structure) is about 100 yards S. 62° E. (mag.), and the northeast corner of the store of W. H. Griffin and Son is 114 feet S. 17° W. (mag.). A standard gravity mark was set 1 foot south of the south fence line of the garden of Mr. Reid, 129 feet north and 21 feet east of the road intersection mentioned above. From the mark the station is 51 feet S. 15° E. (mag.).

Elevation of station is 131 feet by barometric leveling.

U. S. 747, Damon, Ala. (Clarke County, C. I. Aslakson, 1937).—Station is located in the SE ¼ sec. 2, T. 9 N., R. 5 E., 5.1 miles south of Lower Peach Tree post office on the Lower Peach Tree-Chance road on the south bank of Bresher Creek, on property owned and occupied by Mr. S. E. Kennedy. The settlement of Damon is about 2 miles northwest. Station is marked by standard gravity mark in concrete post. Mark is about 20 yards west of road, about 30 yards southwest of center of bridge over Bresher Creek, and about 20 yards south of south bank of creek. To reach station from post office in Lower Peach Tree, go south 1.4 miles to sawmill, continue south 1.3 miles to road fork, take right fork and go 0.7 mile to road fork, meanwhile crossing bridge over Cane Creek at 0.2 mile. Right fork leads to Damon. Take left fork and go south 1.7 miles to Bresher Creek, passing woods roads leading to right at 0.7 mile and 1.2 miles and Mr. Kennedy's house at 1.5 miles. Cross bridge at Bresher Creek. Station is in small level spot on west side of road.

Elevation of station is 101 feet by barometric leveling.

U. S. 748, Claiborne, Ala. (Monroe County, C. I. Aslakson, 1937).—Station is located on State Highway 44, 0.27 mile south of the south end of the bridge across the Alabama River. The nearest town is Claiborne, about 1 mile south. Station is 110 feet southeast of the center line of the highway at the crest of the hill leading up from the river. A standard gravity mark was set in a concrete post 1 yard south of right-of-way post No. 1057 + 00. From the mark the station is 75 feet S. 28° E. (mag.).

Elevation of station is 184.0 feet by spirit leveling.

U. S. 749, Megargel, Ala. (Monroe County, C. I. Aslakson, 1937).—Station is located at Megargel, 70 feet east of center line of State Highway 11, 265 feet south of center line of road crossing highway. Station is 204 feet south of southwest corner of Megargel Cash Store. From station the following magnetic bearings were observed: northeast corner Frisco station house S. 25° E., Frisco railroad switch S. 58° E., south gable of Methodist Church N. 79° W., and station mark 42 feet due west. Station mark is a standard gravity mark stamped "MEGARGEL 1937" and set in 6-inch concrete monument, set 3½ feet in ground and extending 4 inches above ground. Mark is located approximately on east side of State Highway 11 right-of-way, 30 feet east of center line of road, and 253 feet south of concrete head wall at southeast corner of crossroads at Megargel.

Elevation of station is 389.0 feet by spirit leveling.

U. S. 750, Bay Minnette, Ala. (Baldwin County, C. I. Aslakson, 1937).—Station is located 6 miles southeast of Bay Minnette, in the SW ¼ sec. 20, T. 2 S., R. 4 E., on land owned by the Southern Kraft Co., on the southwest side of the former Old Spanish Trail road to Pensacola, Fla., in a thin pine woods, 80 feet southwest of the center line of the road, 59 feet southeast of the projected center line of the road to the fire tower, and 43 feet southwest of the mark. The fire tower is approximately 0.2 mile N. 35½° E. (mag.). The instruments were set in plaster in holes in the ground. The mark is a standard gravity mark stamped "BAY MINNETTE 1937" and set in a concrete post projecting slightly above ground, 11 paces southwest of the center line of the main road and 17 paces southeast of the projected center line of the road leading to the fire tower. To reach the station from the courthouse in Bay Minnette, go east on U. S. Highway 31 (concrete highway) for 1.0 mile to a railroad overpass. Cross this overpass and continue on Highway 31 for 0.35 mile to a gravel road to the right. Turn right on this road and go south for 3.95 miles to a road to the left. Keep straight ahead on the main road for 0.75 mile to the crest of a small rise and a road to the left leading to a fire tower. Station is on the right (west) side of the road at this point.

Elevation of station is 185 feet by barometric leveling.

U. S. 751, Robinsonville, Ala. (Escambia County, C. I. Aslakson, 1937).—Station is located about 6 miles (air line) northeast of Atmore, in the NE ¼ sec. 35, T. 2 N., R. 6 E., on property owned and operated by the Conecuh Naval Stores Co., in a thin turpentine woods on the center line of a long narrow ridge which drops off sharply on either side about 75 feet, 13 paces northeast of a woods road which runs along the ridge in a northwest-southeast direction. Station is marked by standard gravity mark, protruding 5 inches. From Robinsonville Church, take road north on west side of church and go 0.8 mile to point where road bends around west side of farmhouse. Continue in north-northeasterly direction 0.6 mile to bridge over small stream, continue north-northeasterly 0.3 mile to road fork, take right fork (a woods road leading up hill) and follow this road up ridge 0.3 mile to station on northeast side of road.

Elevation of station is 259 feet by barometric leveling.

U. S. 752, Stockton, Ala. (Baldwin County, C. I. Aslakson, 1937).—Station is located 2.8 miles northeast of Stockton. From Stockton Presbyterian Church located at road fork where the Rabun or "Old Federal Road" (now State Highway 12) forks to northeast from State Highway 59, go 2.2 miles to northeast or toward Rabun. Station is 65 feet north of center line of road near crest of small rise. Higher ground is about ¼ mile east. A fairly sharp ridge runs south at right angles to road about 100 feet southeast of station. Station is marked by standard gravity mark in concrete post protruding about 5 inches.

Elevation of station is 152 feet by barometric leveling.

U. S. 753, Fairhope, Ala. (Baldwin County, C. I. Aslakson, 1937).—Station is located in the eastern part of Fairhope, in the northwestern part of the intersection of Fairhope Avenue and Greeno Boulevard, 0.97 mile east of the municipal water tank. Station is 138 feet north of the center line of Fairhope Avenue and 111 feet west of the center line of Greeno Boulevard. A large pyramid monument marking the burial place of a horse and known as Moulton's monument is distant 1.1 miles from the station and bears N. 18½° W. (mag.). The mark, a standard gravity mark in concrete, is about on the property line on the west side of Greeno Boulevard, 153 feet north of center line of Fairhope Avenue. From mark the station is 87 feet S. 73° W. (mag.).

Elevation of station is 113 feet by barometric leveling.

U. S. 754, Elberta, Ala. (Baldwin County, C. I. Aslakson, 1937).—Station is located in the town of Elberta, 109 feet north of the center line of State Highway 59, on State Street and 155 feet west of Main Street, in the western part of Lot 7, Block 11. Property is owned by Knud Jensen of Miflin. A standard gravity mark set in concrete post is located near the northwest corner of the brick store building owned by Mr. Jensen, 6 feet south and 1 foot west of the northwest corner of building, 110 feet north of the center line of State Street, and 110 feet west of center line of Main Street. From mark, the station is 59 feet S. 83° W. (mag.).

Elevation of station is 67 feet.

U. S. 755, Muscogee, Ala. (Baldwin County, C. I. Aslakson, 1937).—Station is located 0.93 mile west of the post office in Muscogee, Fla., 192 feet south of center line of dirt road leading west from Muscogee, Fla., 21 yards south-southeast of southwest corner of old barn bearing S. 28° W. (mag.), 102 feet east of northeast corner of farm house owned by Stanley Waters Estate, tenanted by A. H. Brown. Station is on property owned by the Southern Kraft Lumber Co. A station gravity mark stamped "MUSCOGEE 1937" is 4 feet west of station and 5 paces north of north edge of group of trees east of farm house.

Elevation of station is 62 feet by barometric leveling.

U. S. 756, Sonora, Tex. (Sutton County, C. A. Schoene, 1937).—Station is located about ¼ mile southeast of business district of Sonora, at the "Sonora Courts" on the west side of Concho Street. The instruments were set in the ground at a point 151 feet southwest of the center line of Concho Street, 218 feet south of a lamp post at the south corner of the concrete bridge over Lowrey Draw, 135 feet southeast of edge of same draw, 59 feet west of the west corner of a service station, and 6 feet south of a wooden fence. The station is 68 feet west of a standard gravity mark stamped "SONORA 1937." The mark is 6 feet southwest of southwest side of Humble Oil Co. service station, and 32 paces southwest of center line of Concho Street.

Elevation of station is 2,126.6 feet by spirit leveling.

U. S. 757, Fort Stockton, Tex. (Pecos County, C. A. Schoene, 1937).—Station is located in the north part of the town of Fort Stockton, in Cactus Camp at the corner of Twelfth and Young Streets. The instruments were set in holes in the ground, 52 feet east of center line of Young Street, 38 feet south of center line of Twelfth Street, and 52 feet west of west side of house. A standard gravity mark stamped "FORT STOCKTON 1937" was set in the north side of a cactus garden on west side of house, 23 feet south of center line of Twelfth Street, 19 feet west-northwest of northwest corner of house. Instruments were set 39 feet west-southwest of mark.

Elevation of station is 2,973.3 feet by spirit leveling.

U. S. 758, Kent, Tex. (Culberson County, C. A. Schoene, 1937).—Station is located about ¼ mile south-southeast of the village of Kent, about ¼ mile south of the main line of the Texas & Pacific Railroad, about 240 yards N. 85° E. (mag.) from concrete water tank (located on top of a small knoll), in an unfenced pasture field, and about 250 yards south of U. S. Highway 80. The instruments were set in holes in the ground 7 paces east of a track road. A standard gravity mark, stamped "KENT 1937" and set in the top of a concrete post projecting 3 inches above ground, was set halfway between the two instrument locations. From the station, a metal gasoline tank is about ¼ mile N. 44° W. (mag.) and a block signal on the railroad is about ¼ mile N. 4° W. (mag.).

Elevation of station is 4,234.9 feet by spirit leveling.

U. S. 759, Orla, Tex. (Reeves County, C. A. Schoene, 1937).—Station is located about 0.15 mile southwest of the post office at Orla. To reach station from post office, go 0.15 mile southwest along road which crosses U. S. Highway 285. Station is 86 feet southeast of center line of this road. A standard gravity mark stamped "ORLA 1937" and set in a round concrete post projecting 5 inches above ground was set 1 pace west of midpoint between gravity instruments. From the station, the windmill behind the post office at Orla is N. 64½° E. (mag.), the south corner of the concrete bridge on U. S. Highway 285 is N. 7½° W. (mag.), and an old windmill tower is about 1½ miles N. 51° W. (mag.).

Elevation of station is 2,867.4 feet by spirit leveling.

U. S. 760, Carlsbad, N. Mex. (Eddy County, C. A. Schoene, 1937).—Station is located about ½ mile south of the county courthouse in the city of Carlsbad. The instruments were set in holes in the ground on a vacant lot back of Hermosa Tourist Camp, 23 feet west of a row of trees, 325 feet west of the center line of U. S. Highway 285, 38 feet south of a 12-inch shade tree, 58 feet north of a standard gravity mark stamped "CARLSBAD 1937," and 60 feet northwest of southwest corner of tourist courts. The gravity mark is set on an east-west property-line fence which is at the south city limits, 325 feet west of center line of U. S.

Highway 285, 43 feet west-southwest of southwest corner of tourist courts, and 12 feet north of center line of dirt street.

Elevation of station is 3,106.7 feet by spirit leveling.

U. S. 761, Roswell, N. Mex. (Chaves County, C. A. Schoene, 1937).—Station is located in the eastern part of the city of Roswell, in the southeast corner of Green Haven Tourist Camp at the intersection of East Second and Mulberry Streets. The instruments were set in holes in the ground at a point 110 feet south of a small stream, 291 feet south of the center line of East Second Street, 102 feet west of the center line of Mulberry Street, 140 feet southwest of southwest corner of concrete bridge over small stream, and 11 feet west of a standard gravity mark stamped "GRAVITY STATION ROSWELL 1937" and set flush with the surface of the ground.

Elevation of station is 3,565.1 feet by spirit leveling.

U. S. 762, Lovington, N. Mex. (Lea County, C. A. Schoene, 1937).—Station is 1.12 miles north of the courthouse at Lovington, in a field (cow pasture) belonging to Mrs. L. H. Chambers and about 0.2 mile north by west (mag.) of her house. Station is 320 feet west (true) of center line of section-line road which is a continuation of North Main Street in Lovington and 683 feet south of center line of section-line road bordering field on north. The station mark is set on the west right-of-way line of the above-mentioned section-line road (continuation of street) and is just outside of a wire fence. Mark is 292 feet east (true) of station. The mark is a standard triangulation station disk, stamped "GRAVITY STATION LOVINGTON 1937" and set in a round concrete post projecting 3 inches above ground. The south edge of field is at the north city limits of Lovington. From the station, the city water tank is about 1¼ miles S. 18½° E. (mag.), a red railroad water tank is ¾ mile N. 10½° E. (mag.), and a small white water tank is ½ mile N. 62½° E. (mag.).

Elevation of station is 3,920.9 feet by spirit leveling.

U. S. 763, Fort Sumner, N. Mex. (De Baca County, C. A. Schoene, 1937).—Station is located in Fort Sumner, at the southwest intersection of Avenue E and Thirteenth Street. The station mark is set on the northeast property corner of lot 1, block 23. The midpoint between the gravity instruments was 10 feet east-southeast of a standard gravity mark stamped "FORT SUMNER 1937" and set in concrete post projecting 5 inches above ground. Property is owned by H. S. Fuller and was undeveloped at time station was occupied. To reach station from the south side of the county courthouse, go east for 0.25 mile, turn right and go south 0.15 mile, turn left or east and go 0.25 mile to station on south side of road. From the station, the southeast corner of railroad bridge No. 716 A is about 300 yards N. 10° E. (mag.), the northeast corner of large culvert on U. S. Highway 60 is 513 feet S. 30° W. (mag.), the city water tank is about 1 mile N. 45° W. (mag.), and the southwest corner of white stucco house is 327 feet N. 56° E. (mag.).

Elevation of station is 4,036.1 feet by spirit leveling.

U. S. 764, Albuquerque, N. Mex. (Bernalillo County, C. A. Schoene, 1937).—Station is located on the east side of the city of Albuquerque, on the campus of the University of New Mexico. The instruments were set in the ground 40 feet east of the east edge of the administration building, 52 feet north of the south side of the building, 202 feet south of center line of Roma Street, 269 feet west of center line of Yole Avenue, and 36 feet east of a standard gravity mark stamped "ALBUQUERQUE 1937." The gravity mark is 4 feet east of the main wall of the administration building, 52 feet north of the south side of the building, and in line with the most easterly projections of the east wall of the building.

Elevation of station is 5,155.4 feet by spirit leveling.

U. S. 765, Socorro, N. Mex. (Socorro County, C. A. Schoene, 1937).—Station is located about 1 mile northwest of the city of Socorro, on the campus of the New Mexico State School of Mines. The instruments were set in the ground in a clear field north of the college athletic field, in line with the 220-yard straightaway of the track, 217 feet north of north end of above straightaway, 102 feet east of barbed wire fence, 99 feet south of barbed wire fence, 137 feet south of center line of track road, 144 feet north of magnetic-station mark, about 200 yards west of a white stucco building (the most northerly on the campus), and about 200 yards east of a gravel pit. A standard gravity mark stamped "SOCORRO 1937" is set 1 foot south of barbed wire fence, 98 feet north of pendulum locations, and 100 feet east of fence corner. The mark projects 5 inches above the ground.

Elevation of station is 4,630.7 feet by spirit leveling.

U. S. 766, Carrizozo, N. Mex. (Lincoln County, C. A. Schoene, 1937).—Station is located in Carrizozo, on a lot back of Monte Vista Service Station at the west intersection of U. S. Highway 380 and Tularosa Avenue (U. S. Highway 54) on the northeast edge of town. Station is 292 feet northwest of center line of Tularosa Avenue and 225 feet southwest of center line of U. S. Highway 380. A standard gravity mark, stamped

"CARRIZOZO 1937" and set in a concrete post projecting about 4 inches above ground, is located 57 feet southwest of center line of U. S. Highway 380, 224 feet northwest of the northwest corner of service station building, 290 feet southeast of south corner of concrete culvert, and 23 feet west of the center line of a drainage ditch running approximately north-south. From the station, the south corner of concrete culvert on U. S. Highway 380 is 348 feet N. 27° W. (mag.), the northwest corner of the service station building (stucco) is 270 feet N. 83° E. (mag.), the gravity mark is 168 feet N. 27° E. (mag.), the railroad coal elevator (black) is approximately 0.2 mile S. 27° E. (mag.), and the flagpole on Lincoln School is approximately 0.3 mile S. 32° W. (mag.).

Elevation of station is 5,429.5 feet by spirit leveling.

U. S. 767, Alamogordo, N. Mex. (Otero County, C. A. Schoene, 1937).—Station is located in Alamogordo, 1 block north and 1 block west of the county courthouse, at the northeast intersection of U. S. Highway 54 (Pennsylvania Avenue) and Twelfth Street, in the northeast corner of the Parkview Tourist Camp, belonging to F. J. McCullough. Station is 174 feet east of center line of Pennsylvania Avenue, 12 feet south of north fence line of property, 23 feet west of center line of alley, 33 feet west of rubble wall on east side of alley, and 150 feet north-northeast of northeast corner of brick service station building. A standard gravity mark stamped "ALAMOGORDO 1937" was set in concrete post, 2 feet southeast of northwest fence corner, 132 feet west of gravity station, 42 feet east of center line of Pennsylvania Avenue, and 169 feet north-northwest of northeast corner of service station building.

Elevation of station is 4,339.4 feet by spirit leveling.

U. S. 768, Deming, N. Mex. (Luna County, C. A. Schoene, 1937).—Station is located at Deming, 0.7 mile west of intersection of Pine and Gold Streets, 57 feet south of wall at south right-of-way of Pine Street, and 10 feet south of the projected center line of Pine Street, 92 feet north of northeast corner cabin No. 6 in the Camp Comfort tourist camp, 13 feet east of proposed wall around trailer site north of cabins in camp. Station is 1,253.5 feet S. 39½° W. from large water tank in Deming ("Deming" painted on tank). A standard gravity mark stamped "DEMING 1937" is located 7 feet north of northeast corner cabin No. 6 and in prolongation of east face of cabin, 84 feet south of gravity station, and 25 feet east of proposed wall around trailer site.

Elevation of station is 4,350.2 feet by spirit leveling.

U. S. 769, Safford, Ariz. (Graham County, C. A. Schoene, 1937).—Station is located in the Camp Lancaster Tourist Camp at Safford, 0.7 mile east along U. S. Highway 70 from the Southern Pacific Co. railroad station. Gravity station is 289 feet north of the center line of U. S. Highway 70, 15 feet south of irrigation ditch along north edge of camp, 56 feet west of north-south irrigation ditch along east edge of camp, 28 feet east of 4-inch cast-iron drain pipe extending 3 feet above surface, and 41 feet north of center line of railroad track. A standard gravity mark stamped "SAFFORD 1937" was set between the gravity instruments.

Elevation of station is 2,918.5 feet by spirit leveling.

U. S. 770, Cochise, Ariz. (Cochise County, C. A. Schoene, 1937).—Station is located 0.38 mile south-southwest of the Southern Pacific Co. railroad station at Cochise, in a field, 389 feet southeast of center line of State Highway 86, and 523 feet southeast of the center line of the main track, opposite the southwest end of cattle-loading platform on railroad. Station is 234 feet east of east corner of an artificial pond, now dry. From the station, the railroad water tank at Cochise is approximately 0.4 mile N. 2° W. (mag.) and the center of twin block signals (first signals on railroad southwest of Cochise) is approximately 0.3 mile S. 35° W. (mag.). A standard gravity mark stamped "COCHISE 1937" was set in a concrete post which protrudes above ground. Mark is west of station.

Elevation of station is 4,234.8 feet by spirit leveling.

U. S. 771, University, Ariz. (Pima County, C. A. Schoene, 1937).—Station is located in the Science Hall (built in 1936) of the University of Arizona at Tucson. The instruments were set in plaster on the concrete floor of the basement of the building, in the Physics Preparation Room No. 104. A standard gravity mark was set in the concrete floor of the Preparation Room, 3 feet north of the point where pendulum No. 2 was set and 7 feet northeast of the point where pendulum No. 3 was set. The Preparation Room is on the south side of the Science Hall and 20 paces east of the southwest corner of Science Hall. The basement of the Preparation Room is approximately 2 feet below the ground level outside the building.

Elevation of station is 2,428.7 feet by spirit leveling.

U. S. 772, Tucson, Ariz. (Pima County, C. A. Schoene, 1937).—Station is located at the Tucson Magnetic Observatory, 8 miles east of Tucson. The pendulums were set on the tops of two concrete piers set 4½ feet apart and projecting 6 inches above the ground. There is a disk stamped "TUCSON" set in the center of the top of each pier. The two concrete piers are in an open place, 322 feet east of the east side of the most easterly

residence, 78 feet north of the most easterly seismological cellar, 84 feet northeast of the other seismological cellar, and about 100 yards west of the magnetic-observatory house. The two piers are set in a north-south line. The disk in the south pier is stamped "TUCSON A" and the disk in the north pier is stamped "TUCSON B."

Elevation of station is 2,545.5 feet by spirit leveling.

U. S. 773, South Mountain, Pa. (Allegheny County, A. J. Hoskinson, 1937).—Station is located on South Mountain, 700 yards due south of the east end of the Physics Laboratory of Lehigh University. The station is at the intersection of Sayre Park Drive and Billiardsville Road, about 40 feet southeast of the center of the intersection.

Elevation of station is 677 feet.

U. S. 774, Empire State Building, N. Y. (New York County, A. J. Hoskinson, 1937).—Station is located at New York City, in the Empire State Building, which is at the intersection of Fifth Avenue and Thirty-fourth Street. The station was placed on the ground floor directly in front of elevator shaft No. 6–G, which is near the center of the building. Observations were also made on the second floor directly in front of freight elevator shaft No. 1, which is also near the center of the building. Observations were made at various levels to the top of the building in as near a vertical line as was possible. Data for the ground floor observations only are tabulated for this station.

Elevation of station is 53 feet.

U. S. 775, Quarry, R. I. (Providence County, C. A. Schoene, 1937).—Station is located in the quarry of the Iron Trap Rock Co. in Cumberland, about 1¼ miles south of the northwest corner of town, in the southeast part of quarry, approximately 110 feet north of east end of cliff, approximately 85 feet southwest of edge of small pond, and 30 feet west of center line of gulley running into pond. Station is 239 feet southeast of northeast corner of concrete foundation of large rock crusher. A standard gravity mark, stamped "QUARRY 1937" was set in a 6-inch concrete post protruding 4 inches above ground. Mark was 5 feet southeast of midpoint between gravity instruments. The quarry is located at the west intersection of the Elder Ballou Meeting House Road and the West Wrentham-Cumberland Road. Station is approximately 350 feet southwest of Elder Ballou Meeting House Road and 500 feet northwest of the West Wrentham-Cumberland Road. The quarry is approximately 3 miles east of the center of city of Woonsocket, and 1¼ miles south of the Massachusetts State line. To reach station from Monument Square in Woonsocket, go northeast on Social Street for 1.1 miles to intersection. Turn right on Diamond Hill Road and go 1.0 mile to a crossroads. Turn right or southeast on Mendon Road for 0.6 mile to a T-intersection. Turn left or east on Elder Ballou Meeting House Road for 1.25 miles to quarry on right and gravity station. (Part of the hill has been excavated since the topographic sheet was made, thereby causing a large difference between the elevation and that shown on the topographic sheet.)

Elevation of station is 377 feet by barometric leveling.

U. S. 776, Elder Ballou, R. I. (Providence County, C. A. Schoene, 1937).—Station is located on land owned by Mrs. Della M. Whipple, in town of Woonsocket, 160 feet east of northeast corner of Mrs. Whipple's house, 48 feet south of center line of Elder Ballou Road, 14 feet north of rock outcrop which is about 8 feet higher than level ground on which station is located. A standard gravity mark, stamped "ELDER BALLOU 1937" and set in a drill hole in outcropping bedrock, was set 18 feet south of midpoint between gravity instruments. To reach from Monument Square at Woonsocket, go northeast on Social Street for 1.1 miles to intersection. Turn right on Diamond Hill Road and go 1.0 mile to a crossroads. Turn right or southeast on Mendon Road for 0.6 mile to a T-intersection. Turn left or east on Elder Ballou Meeting House Road for 0.75 mile to station.

Elevation of station is 388 feet by spirit leveling.

U. S. 777, Hoar, Mass. (Norfolk County, C. A. Schoene, 1937).—Station is located in Bellingham Town, approximately 0.07 mile north of the Rhode Island State line and approximately 1¾ miles east-northeast of the business section of Woonsocket, Rhode Island, on the northeast side of Mendon Road, 0.3 mile northwest of the intersection of the Mendon Road and Diamond Hill Road, in the east corner of a small orchard, back of the house of Mrs. Frank E. Hoar. The station is approximately 430 feet N. 60° E. (mag.) from a Massachusetts-Rhode Island boundary stone which is on the southwest side of Mendon Road. The instruments were set 9 feet northwest of a stone wall which is normal to the Mendon Road, and 9 feet southwest of a wire fence which is on the back property line. A standard gravity mark, set in a concrete post which projects 4 inches above ground, was set 7 feet east of the midpoint between gravity instruments. To reach station from Monument Square in Woonsocket, Rhode Island, go northeast on Social Street for 1.1 miles

to intersection. Turn right on Diamond Hill Road and go 1.0 mile to a crossroads. Turn left on Mendon Road for 0.3 mile to Mrs. Hoar's house on right to gravity station behind house.

Elevation of station is 306 feet by barometric leveling.

U. S. 778, West Wrentham, Mass. (Norfolk County, C. A. Schoene, 1937).—Station is located 1 mile northwest of West Wrentham, 0.9 mile north of the Rhode Island-Massachusetts State line, 36 feet west of railroad track at point opposite south end of railroad track frog, 107 feet south of the center line of West Street, 88 feet east of center line of Spring Street. Station is located along west edge of railroad right-of-way in small clearing. A standard gravity mark, stamped "WEST WRENTHAM 1937" and set in a concrete post protruding 6 inches, was set 9 feet south of midpoint between gravity instruments. To reach from Monument Square at Woonsocket, Rhode Island, go northeast on Social Street for 2.05 miles. Turn right or east and go 100 yards, then take the left fork and go east on the road to West Wrentham for 3.9 miles to a crossroads at an old railroad grade and gravity station on the right.

Elevation of station is 291 feet by barometric leveling.

U. S. 779, Rainville, R. I. (Providence County, C. A. Schoene, 1937).—Station is located in the town of Lincoln, about 0.7 mile northwest of the bridge crossing the Blackstone River at the village of Manville, approximately 200 feet east of the Old River Road, opposite the Catholic Cemetery, on the grounds of the Pleasant View Tennis Club, 35 feet south of the south corner of a small concrete equipment shed, 49 feet north by west of a square stone property corner with metal plug in center of top, and 59 feet west of center of tennis court. The land is owned by Archie Rainville of Manville. A standard gravity mark stamped "RAINVILLE 1937" was set in a ledge rock 19 feet north by west of station. To reach station from the intersection of Railroad and Main Streets at Manville, go northwest on Railroad Street for 0.95 mile to Y-intersection. Turn left or southeast up hill and follow Old River Road for 0.25 mile. Turn left on a private road running down the hill or northeast for 200 feet to tennis court and gravity station.

Elevation of station is 201 feet by barometric leveling.

U. S. 780, Diamond Hill, R. I. (Providence County, C. A. Schoene, 1937).—Station is located in the village of Diamond Hill, town of Cumberland, on the right-of-way of the N. Y. and N. E. R. R., Providence Branch (not used at present), 22 feet west of center line of railroad track, 281 feet south of center line of Pawtucket Reservoir Road (measured along track), approximately 200 yards east of State Highway 114, and 188 feet south of small shingled house. A standard gravity mark stamped "DIAMOND HILL 1937" was set in a 6-inch concrete post projecting 6 inches above ground, 4 feet east of station. To reach station from Monument Square at Woonsocket, go northeast on Social Street for 1.1 miles to intersection. Turn right on Diamond Hill Road and go 4.35 miles to a T-intersection. Turn right on State Highway 114 and follow for 1.1 miles to T-intersection. Turn left for 0.1 mile and take wagon road to right just before reaching railroad track. Go on wagon road (parallel to railroad track) for 90 yards to station.

Elevation of station is 182 feet by barometric leveling.

U. S. 781, Wood, R. I. (Kent County, C. A. Schoene, 1937).—Station is located in West Greenwich Town, about 2 miles southeast of the village of Nooseneck Hill, on land belonging to Mrs. Rosa Ella Wood, in the south edge of a grass field, approximately 10 yards north of woods line. Woods consists of small pines. Station is approximately 0.3 mile southwest of Mrs. Wood's home, 147 feet northwest of center line of New London Turnpike (measured through gate in hedge), and 0.1 mile northeast of dirt crossroads. A standard gravity mark stamped "WOOD 1937" was set in top of a boulder in edge of woods, 30 feet south of station and 124 feet northwest of center line of New London Turnpike. To reach station from post office at Washington, take State Highway 3A southwest for 0.9 mile to junction. Continue southwest on State Highway 3 for 7.6 miles to junction. Turn left or southeast on State Highway 102 for 1.5 miles to crossroads. Take dirt road to left or northeast (New London Turnpike) for 1.5 miles to gate in hedge to left. Go through gate perpendicular to road for 147 feet to station.

Elevation of station is 354 feet by barometric leveling.

U. S. 782, Pray Hill, R. I. (Providence County, C. A. Schoene, 1937).—Station is located in Foster Town, 553 feet south of center line of State Highway 101, 4.4 miles east of East Killingly, Conn., on land belonging to William H. Wood, in southwest corner of hayfield, 43 feet east of stone fence along west edge of field, 57 feet east of north-south dirt road, 53 feet north of east-west stone fence along south edge of field. A standard gravity mark stamped "PRAY HILL 1937" was set in drill hole in boulder, 9 feet west of center line of dirt road running north-and-south at point opposite west end of east-and-west stone fence at south end of hayfield, and 84 feet southwest of station. To reach from the post office at East Killingly, Conn., go east on

State Highway 101, 4.4 miles to crossroads of Pray Hill, Rhode Island. Turn south and go 0.1 mile to station in hayfield east of dirt road.

Elevation of station is 697 feet by barometric leveling.

U. S. 783, Wright, Conn. (Windham County, C. A. Schoene, 1937).—Station is located in Pomfret Town in Windham County, approximately 6 miles southwest of the city of Putnam, approximately 4½ miles west-northwest of the city of Danielson, and approximately 8½ miles west of the Connecticut-Rhode Island State line, on land owned by Mr. F. Wright and rented by Mr. James Nuttall. The pendulums were set in a pasture field, 332 feet east of the center line of State Highway 93, 118 feet south of the center line of country road, 16 feet east of an old apple tree, and 24 feet northeast of the mark. The mark is a standard gravity mark stamped "WRIGHT 1937" and set in a drill hole in the flat top of a granite boulder about 3 feet square, 135 feet south of center line of country road and 317 feet east of center line of State Highway 93. To reach the station from the post office in Killingly, go west on State Highway 101 for 3.85 miles to intersection with State Highway 93. Turn left and go south on State Highway 93 for 1.2 miles to crossroads and station to the east 110 yards.

Elevation of station is 482 feet by barometric leveling.

U. S. 784, Knowlton, Conn. (Windham County, C. A. Schoene, 1937).—Station is located approximately 0.4 mile west of West Ashford Village, Ashford Town, on land of James Knowlton, in pasture north of a large barn on the northeast side of intersection of U. S. Highway 44 and an unpaved country road, 326 feet north of center line of the highway, 193 feet north of north end of large barn, 180 feet east of center line of country road, 20 feet west of stone fence, and 105 feet south of stone fence. A standard gravity mark stamped "KNOWLTON 1937" is located in top of largest boulder in vicinity, 35 feet south of station. Mark is 291 feet north of center line of U. S. Highway 44, 175 feet east of center line of country road, 29 feet west of stone fence, and 158 feet north of north edge of barn. To reach station from Warrenville, go west on U. S. Highway 44 for 0.9 mile to junction with State Highway 74. Continue west on U. S. Highway 44 for 1.0 mile to crossroads, with large barn on northeast corner of intersection, and house on southeast corner of intersection. Go through gate west of barn into pasture and thence to station 62 yards north of barn.

Elevation of station is 505 feet by barometric leveling.

U. S. 785, Southbridge, Mass. (Worcester County, C. A. Schoene, 1937).—Station is located in the township of Charlton, and about 2½ miles north-northeast of the business section of the city of Southbridge, on the site of an old sawmill on land that belongs to Mrs. Edith A. Phillips. The pendulums were set in the ground in plaster, 207 feet west of the center line of State Highway 93, 105 feet north of center line of a country road, 62 feet northwest of a large oak tree, and 76 feet east of the mark. The mark is a standard gravity mark stamped "SOUTHBRIDGE 1937" and set in a drill hole in a large granite boulder, 283 feet west of center line of State Highway 93 and 150 feet north of center line of country road (unpaved). To reach from the corner of Main and Central Streets in Southbridge, go north on Central Street, then Worcester Street, then State Highway 93 for a total distance of 2.6 miles to road to left (west) at abandoned sawmill and gravity station.

Elevation of station is 522 feet by barometric leveling.

U. S. 786, Auger, Mass. (Worcester County, C. A. Schoene, 1937).—Station is located in Sutton Township, about 1½ miles southwest of the village of Manchaug, and ½ mile southeast of the southeast tip of Manchaug Pond, in the northeast corner of a T-road intersection on land belonging to Oulaus Auger, 32 feet north of center line of east-west road, 35 feet east of center line of north-south road, 137 feet northwest of the northwest corner of Auger's farmhouse, and 60 feet southwest of the mark. The mark is a standard gravity reference mark stamped "AUGER 1937" and set in a drill hole in a granite boulder with a flat top, 77 feet east of center line of north-south road, and 86 feet north of center line of east-west road. To reach from the village of Manchaug, go west from the main crossroads on a paved road along south side of Manchaug Mill for 0.8 mile to a fork. Take the left fork and go 0.3 mile to a T-intersection. Turn left and go south for 0.5 mile to T-road to left and gravity station Auger.

Elevation of station is 555 feet by barometric leveling.

U. S. 787, Parker, Mass. (Worcester County, C. A. Schoene, 1937).—Station is located in Mendon Township, on land owned by Mr. R. S. Parker, in an uncultivated field dotted with bushes and boulders, approximately 150 yards northwest of a T-road intersection, approximately 150 yards south of Mr. Parker's house, 152 feet west of center line of Mendon-Providence Road (paved), 28 feet south of stone fence, and 43 feet east of the mark. The mark is a standard gravity mark stamped "PARKER 1937" and set in a depression in a large granite boulder, 195 feet west of center line of paved road, and 37 feet south of stone fence. To reach

from Mendon Village, go south on the road to East Blackstone for 1.4 miles to a forks. Take the right fork and continue south 0.65 mile to a T-road left and gravity station 150 yards northwest.

Elevation of station is 237 feet by barometric leveling.

U. S. 788, Sharon, Mass. (Norfolk County, C. A. Schoene, 1937).—Station is located about 2½ miles northeast of the village of Wrentham, on land owned by Mr. C. W. Sharon, in an abandoned gravel pit, 0.1 mile southeast of U. S. Highway 1A, 173 feet south of center line of Pine Street, approximately 175 feet southeast of a stream running through a concrete culvert, and 288 feet southeast of the mark. The mark is a standard gravity mark stamped "SHARON 1937" and set in a depression in a large granite outcrop, 18 feet north of center line of Pine Street and 256 feet east of center line of U. S. Highway 1A along Pine Street. To reach from the post office in Wrentham, go northeast on Highway 1A for 2.45 miles to a paved crossroads. Turn right on Pine Street and go 0.1 mile to gravel pit on right and gravity station.

Elevation of station is 187 feet.

U. S. 789, King, Mass. (Plymouth County, C. A. Schoene, 1937).—Station is located 1.1 miles south of Bridgewater, on the west side of State Highway 28, at west edge of grove of pines, behind a tavern and service station named the "Martinique." The land is owned by Gilbert King and leased to U. S. Auger. Station is 333 feet west of State Highway 28, 12 feet east of old north-south stone wall, 177 feet north of east-west stone wall, 224 feet southwest of southwest corner of tavern building, and 50 feet west of the mark. The mark is a standard gravity mark set in top of large granite outcrop, 283 feet west of center line of the highway, 62 feet east of old north-south stone wall, 171 feet north of east-west stone wall, and 188 feet southwest of southwest corner of tavern building. To reach from intersection of State Highways 104 and 28 in front of Bridgewater Academy at Bridgewater, go south on State Highway 28 for 1.1 miles to tavern and station on right.

Elevation of station is 76 feet by barometric leveling.

U. S. 790, Heath, Mass. (Middlesex County, C. A. Schoene, 1937).—Station is located 2 miles south of Brookline, N. H., 0.14 mile southwest of State line, in pine grove, 30 feet south of woods road, 238 feet east of center line of State Highway 13, on the property of Mr. A. R. Heath, and 26 feet south-southwest of the mark. The mark is a standard gravity mark stamped "HEATH 1937" and set in concrete post extending 8 inches above surface of ground, 250 feet east of the highway and 11 feet south of woods road. To reach from the main intersection in Townsend, go northeast on State Highway 13 for 3.3 miles to a woods road to the right (this point is approximately 0.15 mile southwest of State line). Turn right on this woods road and go 100 yards to gravity station Heath.

Elevation of station is 308.1 feet by spirit leveling.

U. S. 791, Rindge, N. H. (Cheshire County, C. A. Schoene, 1937).—Station is located in Rindge Town, approximately 4.7 miles southeast of Rindge and 0.3 mile north of State line, in small cleared field on north side of Benney Hill Road, at a Y-intersection, 0.11 mile east of intersection of State Highway 119 and Benney Hill Road, on property of Harris Wright, and 140 feet north of center line of Benney Hill Road at Y-intersection. A 12-inch pine tree on north side of clearing was blazed with triangular mark. It is 39 feet north of station. A standard gravity mark stamped "RINDGE 1937" was set in a boulder 20 feet south of station, 120 feet north of center line of Benney Hill Road at Y-intersection, and 57 feet south of blazed pine tree. To reach from junction of U. S. Highway 202 and State Highway 119 at Rindge, take State Highway 119 southeast for 4.65 miles. Take dirt road to left (Benney Hill Road) for 0.11 mile to T-intersection and station in clearing to left.

Elevation of station is 1,309.2 feet by spirit leveling.

U. S. 792, Billings, Mass. (Worcester County, C. A. Schoene, 1937).—Station is located in the town of Royalston, approximately 1 mile north of the village of Royalston, approximately 2 miles south of the State line, on land owned by John W. Billings. The instruments were set in holes in the ground, 31 feet north of a stone fence, 55 feet east of center line of dirt road, 168 feet south of road forks, 131 feet west-southwest of gravity mark, and about 125 yards south of Billings' house. The standard gravity mark is stamped "BILLINGS 1937" and is set in a drill hole in a granite boulder, 145 feet southeast of road forks, and 76 feet north of stone fence. To reach the station from Royalston, go north from the post office for 0.2 mile to a forks. Take the left fork and go 1.2 miles to a Y-intersection at Billings' house and gravity station.

Elevation of station is 1,135.7 feet by spirit leveling.

U. S. 793, Streeter, Mass. (Franklin County, C. A. Schoene, 1937).—Station is located in the town of Northfield, village of Mount Hermon, 250 yards northeast of railroad station at Mount Hermon, on land owned by Mr. C. D. Streeter, in a gravel pit, 700 feet northeast of intersection of Boston & Maine Railroad and paved road from Mt. Hermon to West Northfield. Station is 74 feet northwest of center line of this road,

98 feet southeast of line of telephone poles, 20 feet south of north bank of gravel pit, and 91 feet southwest of mark. The mark is a standard gravity reference mark stamped "STREETER 1937" and set in top of concrete post. Mark is 770 feet northeast of intersection of Boston & Maine Railroad and Mount Hermon-West Northfield road, and 18 feet northwest of center line of this road. To reach the station from the village of Northfield, go south on State Highway 63 for approximately 1 mile to its junction with State Highway 10. Turn right on State Highway 10 and go approximately 2 miles to a paved road to the right opposite entrance to Mount Hermon school. Turn right on this road and go approximately 0.4 mile to Mount Hermon railroad station and gravity station Streeter 250 yards northeast.

Elevation of station is 366.2 feet by spirit leveling.

U. S. 794, Stowe, Mass. (Franklin County, C. A. Schoene, 1937).—Station is located in Colrain Town, on land owned by B. A. Stowe and Sons, about 3 miles northeast of the village of Heath, about 2½ miles south of the State line, and north of the west branch of the North River. The pendulums were set in holes in the ground, at the southwest corner of a small apple orchard, 14 feet south of a power-line pole, 48 feet east of center line of small mountain stream, 200 yards approximately northwest of Stowe's white farmhouse, and approximately 130 yards north of a concrete highway bridge. A standard gravity reference mark stamped "STOWE 1937" was set in a drill hole in a granite boulder. It is 161 feet northeast of the station, 71 feet east of center line of stream, and 188 paces north of the concrete highway bridge. To reach the station from junction of State Highways 2 and 56 in Shelburne Falls, go north on State Highway 56 for 5.5 miles to a T-road left about 1 mile north of Griswoldville. Turn left on this road and go 0.15 mile to a forks just beyond a covered bridge. Take the left fork and go 1.1 miles to a road to the left. Keep straight ahead here and follow main road up the west branch of North River for 2.9 miles to Stowe's farmhouse on the right and gravity station approximately 200 yards northwest.

Elevation of station is 848 feet by barometric leveling.

U. S. 795, Foster, Mass. (Berkshire County, C. A. Schoene, 1937).—Station is located in Florida Town, east of North Adams, approximately 1 mile northwest of village of Florida, on land of Mr. Foster, on north edge of hayfield on fairly level ground at top of slope. Station is 437 feet east of Monroe Road, approximately 150 yards N. 51° E. (mag.) of Foster's house, 36 feet south of center line of small brook. A standard gravity mark stamped "FOSTER 1937" was set in top of granite boulder, 56 feet southwest of station, 400 feet east of Monroe Road, and 34 paces northwest of a multiple-trunk birch tree blazed with a triangle. To reach the station from the business district in North Adams, go east on the Mohawk Trail (State Highway 2) for 4.8 miles to lookout tower at top of hill. Continue east on the Mohawk Trail for 1.55 miles to a crossroads (this point is 0.9 mile west of Whitcomb Summit on the Mohawk Trail). Turn left and go north for 0.7 mile to a farm road to the right, and gravity station approximately 200 yards northeast.

Elevation of station is 2,161 feet by barometric leveling.

U. S. 796, Tenney, N. Y. (Rensselaer County, C. A. Schoene, 1937).—Station is located in Petersburg Township, on land owned by Mrs. Sara G. Tenney of Williamstown, in Petersburg Pass, about ¼ mile west of the State line, approximately 1¾ miles south-southwest of the State corner where Vermont, New York, and Massachusetts join. The pendulums were set in holes in the ground on a grassy plot used for picnics, 123 feet east of the northeast corner of a wooden building (Taconic Trail Tourist Shop), 108 feet south of center line of State Highway 2, on the east side of the pass and approximately 10 feet below elevation of road through pass, and 204 feet south of the mark. The mark is a standard gravity reference mark stamped "TENNEY 1937" and set in a drill hole in a marble boulder. It is on the side of a steep slope, 87 feet north of center line of the highway, 140 feet north of the northeast corner of tourist building, and approximately 30 feet above the level of the highway as it crosses the top of the pass. To reach from the business district in Williamstown, Mass., go south on U. S. Highway 2 and State Highway 7 for 2.85 miles to their junction. Turn right on State Highway 2 and go 4.35 miles to pass at top of grade and gravity station on left.

Elevation of station is 2,098 feet by barometric leveling.

U. S. 797, Carnrick, N. Y. (Rensselaer County, C. A. Schoene, 1937).—Station is located in Poestenkill Township, on land owned by Mr. Lucien Carnrick, about 10 miles (air line) east-southeast of Troy, and 3 miles east-southeast of the village of Poestenkill. Station is 28 feet east of center line of road, 33 feet west of Poesten Kill, 219 feet south-southwest of corner house, 351 feet south of intersection of center lines of crossroads. Pendulums were set in holes about midway between road and brook, about 5 feet east of rock outcrop at edge of road. Station is south of pine grove used as picnic grounds. A standard gravity mark stamped "CARNRICK 1937" was set in drill hole in rock outcrop at edge of stream, 45 feet south of station and 36 feet east of center line of road. To reach from the post office in Poestenkill, go east on the main road to

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Berlin for 1.65 miles to a forks in Barberville. Keep to the right here and continue east on the Berlin road for 2.0 miles to a crossroads and gravity station 120 yards south.

Elevation of station is 945 feet by spirit leveling.

U. S. 798, Amsterdam, N. Y. (Montgomery County, C. A. Schoene, 1937).—Station is located in the city limits of Amsterdam, approximately ¾ mile south of the Mohawk River, 0.1 mile east of Yankee Hill School, on land owned by Mrs. Julia Billings. The pendulums were set in holes in the ground in the barnyard north of Mrs. Billings' house, 321 feet north of center line of State Highway 5S, 236 feet north of northwest corner of the farmhouse, 90 feet west of west side of red barn, and 26 feet southeast of a standard gravity mark stamped "AMSTFRDAM 1937" and set in a concrete post projecting about 6 inches above the ground. The mark is in the northwest corner of the barnyard, 293 feet north of center line of the highway, and 103 feet west of west side of barn. To reach the station from Amsterdam, go south across the Mohawk River on State Highway 30 for 0.35 mile to junction with State Highway 5S. Turn right on State Highway 5S and go west 0.5 mile to a forks. Take the right fork up the steep grade and continue west on State Highway 5S for 0.45 mile to Mrs. Billings' house on right and gravity station Amsterdam.

Elevation of station is 448.4 feet by spirit leveling.

U. S. 799, Loman, N. Y. (Schenectady County, C. A. Schoene, 1937).—Station is located in Rotterdam Township, approximately 5 miles west of the city of Schenectady, approximately 2½ miles southeast of Rynex Corners, approximately 1 mile northwest of Delaware & Hudson Railroad and 1¼ miles by road west of the junction of State Highway 159 and Curry Bush Road, on land owned by Mr. Fred Loman. The pendulums were set in the side yard at Mr. Loman's house, 66 feet northwest of the west corner of the house, 137 feet southwest of the center line of Curry Bush Road, 59 feet northeast of the north corner of the barn, and 8 feet southeast of a standard gravity mark stamped "LOMAN 1937" and set in a concrete post, projecting 6 inches above the ground. The mark is 73 feet northwest of the west corner of Loman's house, 138 feet southwest of the center line of Curry Bush Road, and 1 foot southeast of a row of pine trees. To reach from Schenectady, go southwest on State Highway 7 to its junction with State Highway 159. Turn right on State Highway 159 and go about 2 miles to its junction with Curry Bush Road. Go straight ahead on Curry Bush Road for 1.05 miles to a fork. Take the right fork and continue 0.2 mile to Loman's white house on left and station.

Elevation of station is 702 feet by barometric leveling.

U. S. 800, Sigsbury, N. Y. (Fulton County, C. A. Schoene, 1937).—Station is located in Johnstown Township, approximately 6½ miles (air line) west of city of Gloversville, approximately 5½ miles (air line) south of Caroga Lake, approximately ½ mile north-northeast of State Highway 29, approximately 0.2 mile northeast of State Highway 10A, on land owned by Mr. Frank Sigsbury. The pendulums were set in an overgrown field, 174 feet southeast of the south corner of Sigsbury's farmhouse, 38 feet northeast of a rock fence, 94 feet northwest of a 12-inch tree, and 62 feet east of the mark. The mark is a standard gravity reference mark stamped "SIGSBURY 1937" and set in a drill hole in a large rectangular boulder, 137 feet south of south corner of farmhouse, 12 feet north of stone fence, and 105 feet southeast of road to farmhouse. To reach the station from the center of the business district in Johnstown, go west on State Highway 28 for 6.6 miles to the junction with State Highway 10A. Turn right on State Highway 10A and go 0.45 mile to a farm road to the right. Turn right on this road and go 0.15 mile to Sigsbury's farmhouse and gravity station.

Elevation of station is 1,104 feet by barometric leveling.

U. S. 801, Miller, Mass. (Berkshire County, C. A. Schoene, 1937).—Station is located in Great Barrington Township about 3 miles east of Great Barrington, on State Highway 17, on land owned by Mr. H. G. Miller. Station is located at west edge of Mr. H. G. Miller's pasture, 146 feet south of center line of State Highway 17, 56 feet south of east-west fence line, and 26 feet east of north-south fence line. Station is about 5 feet east of brow of 6-foot embankment on ground gently rising eastward. A standard gravity mark stamped "MILLER 1937" was set in drill hole in bedrock 39 feet east of station, 157 feet south of center line of State Highway 17, and 67 feet south of fence line. To reach from the business section of Great Barrington, go north on U. S. Highway 7 (the road to Pittsfield) for 1.2 miles to its junction with the State Highway 17. Keep to the right on State Highway 17 and go 2.5 miles to crossroads at top of long hill and gravity station 0.1 mile west.

Elevation of station is 971 feet by barometric leveling.

U. S. 802, Ham, N. Y. (Columbia County, C. A. Schoene, 1937).—Station is located in Greenport Township, approximately 4 miles south-southwest of Hudson (air line), approximately 2¾ miles (air line) east-southeast of Catskill, approximately 1¾ miles (air line) east of the Hudson River, on land owned by Peter W. Ham. The pendulums were set in the ground in a small orchard on top of a low hill, 194 feet south of center

line of macadam road, approximately 150 yards west of a white farmhouse, and 173 feet south of a standard gravity reference mark stamped "HAM 1937" and set in a drill hole in a small boulder. The mark is 21 feet south of center line of macadam road, 71 feet east of telephone-line pole No. 99, and about 100 yards east of a brown farmhouse on the north side of the road. From the station, the northwest corner of white farmhouse on south side of road is S. 88° E. (mag.) and an airway beacon on top of hill is 1¼ miles S. 11° E. (mag.). To reach from the post office in Hudson, go south on State Highway 96 (the road to Germantown) for 4.7 miles to a crossroads. Turn left and go east on a macadam road for 1.0 mile to orchard at top of hill and gravity station Ham.

Elevation of station is 269 feet by barometric leveling.

U. S. 803, Spruceton, N. Y. (Greene County, C. A. Schoene, 1937).—Station is located in Lexington Township, in the settlement of Spruceton, on land owned by Mr. Aaron J. Van Valkenburg. It is approximately 3 miles south of Jewett Center (air line), approximately 4 miles southeast of Lexington (air line), and on the road that follows West Kill from the village of West Kill east through Spruceton. The pendulums were set in the ground in a grassy pasture lot, 0.2 mile west of a bridge over West Kill, 115 feet southeast of West Kill, 74 feet southeast of center line of road, 74 feet west of west side of Van Valkenburg's barn, and 178 feet east-northeast of a standard gravity reference mark stamped "SPRUCETON 1937" and set in a drill hole in a sandstone boulder. The mark is 12 feet southeast of center line of road, 11 feet northeast of a small gulley, and 14 feet west of a 42-inch tree. To reach from the post office in Lexington, go south on State Highway 42 for approximately 4 miles to village of West Kill. Turn left here and follow road east 4.1 miles to Van Valkenburg's barn on right side of road and station Spruceton.

Elevation of station is 1,799 feet by barometric leveling.

U. S. 804, Roney, N. Y. (Delaware County, C. A. Schoene, 1937).—Station is located in Andes Township, about 1 mile south of the village of Andes, in an apple orchard owned by Mr. Bill Roney. The pendulums were set in holes in the ground, 148 feet northeast of center line of Andes-Shavertown road, 73 feet east of east corner of frame building, 115 feet south of stone fence, approximately 150 yards northeast of Roney's farmhouse, and 54 feet southwest of a standard gravity mark stamped "RONEY 1937" and set in a drill hole in a depression in a large sandstone outcrop. The mark is 201 feet northeast of center line of Andes-Shavertown road, and 71 feet south of stone fence. To reach from Andes post office, go south on the Shavertown road for 0.9 mile to Roney's apple orchard on left and gravity station.

Elevation of station is 1,582.4 feet by spirit leveling.

U. S. 805, Newburgh, N. Y. (Orange County, C. A. Schoene, 1937).—Station is located in Newburgh Township, approximately 1¾ miles (air line) northwest of center of city of Newburgh, in pasture belonging to Mrs. Kate Grimm, approximately ¼ mile northeast of the Grimm house, 312 feet (measured through gate) northeast of center line of country road (oiled), 99 feet northwest of stone fence, 259 feet southeast of stone fence, and 27 feet east of a standard gravity mark stamped "NEWBURGH 1937" and set in depression in top of a ledge outcrop. Mark is 302 feet northeast of center line of road (measured through gate in stone wall), 119 feet northwest of stone fence, and 243 feet southeast of stone fence. To reach station from intersection of Broadway and Robinson Streets at Newburgh, go north on Robinson Street (U. S. Highway 9W) for 1.15 miles to intersection. Go west on State Highway 32 for 0.85 mile to road fork left. Take fork left for 0.15 mile to road fork. Continue left for 0.15 mile to gate and station to left.

Elevation of station is 297 feet by barometric leveling.

U. S. 806, Scofield, Conn. (Fairfield County, C. A. Schoene, 1937).—Station is located in New Canaan Township, on land owned by H. C. Scofield, on State Highway 123, approximately 10 miles north-northeast of Stamford, and 1 mile south-southeast of the village of Vista on the New York-Connecticut State line. The pendulums were set on bedrock about 4 inches below ground surface, 888 feet north of paved crossroads, approximately 330 feet north of a Gulf Oil Co. service station, 130 feet east of center line of State Highway 123, 39 feet south of stone fence, and 54 feet north-northwest of a standard gravity mark stamped "SCOFIELD 1937" and set in a drill hole in granite bedrock. The mark is 93 feet south of stone fence and 135 feet east of the center line of the highway. To reach from Ridgefield, go west for about 3 miles to State Highway 123. Turn left on this highway and follow it south for approximately 4 or 5 miles to the State line at village of Vista. Continue for 1.00 mile to gravity station just north of service station.

Elevation of station is 530.1 feet by spirit leveling.

U. S. 807, Somerset Hills, N. J. (Somerset County, C. A. Schoene, 1937).—Station is located in Bernards Township, approximately 1 mile northwest of the city of Bernardsville, on land owned by the Somerset Hills Country Club. The pendulums were set in the ground in a hayfield near the club barns, on a paved road

which forms the northeast boundary of the club grounds and about 0.3 mile southwest of Claremont Road, 120 feet southwest of center line of paved road, 170 feet west of west corner of large house, 108 feet northeast of east corner of most easterly barn, and 105 feet southwest of a standard gravity mark stamped "SOMERSET HILLS 1937" and set in a drill hole in the top of a small granite boulder. The mark is 1 foot south of a power-line pole, 15 feet southwest of center line of paved road, and 196 feet northwest of west corner of large house. To reach from the railroad depot in Bernardsville, go north on Claremont Road for 0.4 mile to a five-point intersection. Take the extreme left-hand road and go west and northwest 0.7 mile to large house and barns on left and gravity station.

Elevation of station is 585.0 feet by spirit leveling.

U. S. 808, Lamington, N. J. (Somerset County, C. A. Schoene, 1937).—Station is located in Bedminster Township, approximately ½ mile east of village of Lamington, on property of Mrs. Louise Betz, in field 233 feet northeast of Betz's house, 200 yards northeast of triangle formed by road wye, 112 feet southeast of center line of paved road (Lamington to Far Hills road), 90 feet southwest of wire fence, 94 feet northwest of board wall fence, and 91 feet northwest of mark. The mark is a standard gravity reference mark in top of concrete post, 3 feet northwest of board wall fence, 240 feet northeast of Betz's house, 205 feet southeast of center line of paved road, and 87 feet southwest of wire fence. To reach from Bernardsville, go west on U. S. Highway 202 and then on an unmarked road for about 8 miles to village of Lamington and gravity station in east edge of village.

Elevation of station is 170.1 feet by spirit leveling.

U. S. 809, Cassedy, N. J. (Morris County, C. A. Schoene, 1937).—Station is located in Mount Olive Township, about 0.4 mile southeast of southeast shore of Budd Lake, on property of H. N. Cassedy, in large field on which there are six old apple trees, 139 feet north of rail fence, 232 feet south of gravel road, 245 feet east of woods at west edge of field, 77 feet southeast of a standard gravity mark. The mark is set in a granite boulder 155 feet south of gravel road, 239 feet east of edge of woods, and 211 feet north of rail fence. To reach from the railroad station in Netcong, go west on U. S. Highway 46 for 2.4 miles to Budd Lake post office. Here, take the left fork off U. S. Highway 46 and go 0.35 mile to a forks. Take the right fork 0.1 mile to another forks. Take the left fork and follow the main road 0.3 mile to road to west up the hill for 0.18 mile. Turn left and go south 0.04 mile to gravity station near lone apple tree.

Elevation of station is 1,103.8 feet by spirit leveling.

U. S. 810, Hansell, N. J. (Warren County, C. A. Schoene, 1937).—Station is located in Hope Township, on property owned by Mr. H. K. Hansell, approximately 8 miles (air line) west-northwest of Hackettstown, approximately 2 miles (air line) south of Hope, and on the northwest slope of the Jenny Jump Mountains. The pendulums were set in the ground in an open field covered with weeds and brush, about 125 yards east of Hansell's house, 231 feet east of a shed, 51 feet northwest of center line of road, 33 feet south of a standard gravity mark stamped "HANSELL 1937" and set in a drill hole in a large granite boulder. The mark is under a group of small saplings, 80 feet northwest of center line of road, and 109 feet southwest of a stone boundary fence between Hansell's property and the State Forest. To reach from Buttzville, go east on U. S. Highway 46 from junction of State Highway 30 just west of railroad overpass for 5.8 miles to Great Meadows and side road left or north reading "Hope 5 miles." Go 3.2 miles to a side gravel road left leading up a sharp hill. Follow this road 0.8 mile to clearing and station at Hansell's house.

Elevation of station is 698 feet by barometric leveling.

U. S. 811, Radle, N. J. (Warren County, C. A. Schoene, 1937).—Station is located at Montana, Franklin Township, on land owned by Radle Brothers, 4½ miles (air line) south of city of Belvidere, approximately 3½ miles southeast of the Delaware River, on a paved road from Harmony across Scotts' Mountain to Washington, approximately 0.45 mile southeast of a graveyard, and about ¼ mile south of the Radle Brothers farmhouse. The pendulums were set in the ground, 47 feet south of center line of paved road, 150 feet west of rail fence, and 83 feet west of a standard gravity reference mark stamped "RADLE 1937" and set in a drill hole in a small boulder. The mark is 18 feet south of center line of paved road, 68 feet southeast of 20-inch oak tree and just across the road from an opening into a cultivated field. To reach from the post office in Belvidere, go south on the Phillipsburg road for about 8.75 miles to a road to the left in the south part of Harmony at a sign "Montana—6 Mi." Turn left and follow the main road up the valley in an easterly direction for 5.3 miles to a T-road right. Keep straight ahead for 0.5 mile to gravity station at beginning of downgrade slope to the east.

Elevation of station is 1,215 feet by barometric leveling.

U. S. 812, Osmun, N. J. (Warren County, C. A. Schoene, 1937).—Station is located in Knowlton Township, approximately 1½ miles (air line) northeast of village of Delaware, approximately 9½ miles (air line)

southeast of Stroudsburg, on land owned by Mr. Harold E. Osmun. The pendulums were set in the ground in a hayfield approximately 140 yards south of Mr. Osmun's farmhouse, 54 feet southeast of center line of narrow gravel road, 143 feet northeast of center line of a lane between two fields, 197 feet north of a lone maple tree, and 29 feet northeast of a standard gravity mark stamped "OSMUN 1937" and set in a drill hole in a boulder. The mark is 68 feet southeast of center line of gravel road and 103 feet northeast of lane fence. To reach from the post office in Delaware, go north on a paved road approximately 1 mile to gravel road to the right at a large barn. Turn right and east on this gravel road up a narrow valley for 0.85 mile to a farm lane to the left leading to Osmun's house and barn. The gravity station is approximately 50 yards east of this point.

Elevation of station is 693 feet by barometric leveling.

U. S. 813, Pocono Lake, Pa. (Monroe County, C. A. Schoene, 1937).—Station is located in the village of Pocono Lake, Tobyhanna Township, on land which appears to be owned by Mrs. Alice Herrick, in west side of triangular hayfield, approximately 0.15 mile southwest of Pocono Lake railroad station, approximately 0.1 mile south of railroad, 331 feet south of gravel road, 141 feet northwest of macadam road, 40 feet east of west edge of field, 201 feet north of south corner of field, and 164 feet southwest of mark. Mark is a standard gravity reference mark set in top of large boulder in field, approximately 2 feet above ground level. Mark is 200 feet south of gravel road, 130 feet northwest of macadam road, and approximately 0.14 mile southwest of railroad station.

Elevation of station is 1,698 feet by spirit leveling.

U. S. 814, Long Pond, Pa. (Monroe County, C. A. Schoene, 1937).—Station is located in Tunkhannock Township, in the vicinity of Long Pond School, on land owned by the Orchard Inn Hotel, 3 miles (air line) south of Pocono Lake railroad station, and 0.15 mile east of Long Pond School. The pendulums were set in the ground on a grassy pasture lot, approximately 125 yards east of the Orchard Inn, 173 feet north of center line of paved road that goes west from Long Pond, 176 feet west of northwest corner of small farmhouse, 213 feet east of southeast corner of large red barn, and 196 feet east of a standard gravity mark stamped "LONG POND 1937" and set in a concrete post flush with the ground. The mark is on a grassy barn lot, 196 feet east of the northeast corner of large house (Orchard Inn), 112 feet north of center line of macadam road, and 30 feet southeast of southeast corner of barn. To reach from Pocono Lake railroad station, go south on a gravel road for 3.7 miles to a T-intersection with a macadam road. Turn left and go east on macadam road for 0.95 mile to Long Pond School on the left side of road. Continue east for 0.15 mile to gravity station north of road.

Elevation of station is 1,880 feet by spirit leveling.

U. S. 815, Pohopoco, Pa. (Monroe County, C. A. Schoene, 1937).—Station is located in Tunkhannock Township, on land owned by Mr. Harmon Kuhenbeaker, in pasture on west side of State Highway 115 opposite T-road leading east to Long Pond, 173 feet west of center line of State Highway 115, 22 feet south of fence line, 22 feet south of 8-inch lone pine on fence line, ¼ mile northwest of Mr. H. Kuhenbeaker's Halfway House Service Station, in the northwest corner of pasture which is clear of underbrush and scrub oaks, and 193 feet west of the mark. The mark is a standard gravity mark stamped "POHOPOCO 1937" and set in drill hole in culvert, 24 feet north of T-road intersection, and 19 feet east of State Highway 115. Mark is in top of wing abutment about one foot below road level. To reach from Effort post office, go north on State Highway 115 for 6.1 miles to T-road right and station to left in field.

Elevation of station is 1,843.9 feet by spirit leveling.

U. S. 816, Flick, Pa. (Monroe County, C. A. Schoene, 1937).—Station is located in Chestnuthill Township, 0.25 mile northeast of Merwinsburg, on land of E. P. Flick, 45 feet south of face of dam over Pohopoco Creek, 126 feet north of center line of gravel road, 148 feet northwest of southwest corner of masonry culvert, 225 feet southwest of northwest corner of large barn, approximately 75 yards west of Flick home, and 44 feet south-southeast of the mark. The mark is a standard gravity mark set in top of concrete dam, 31 feet southeast of wooden flume and 4 feet northwest of angle of dam at southernmost part. To reach from Effort post office, go north on State Highway 115 for 2.65 miles to crossroads. Turn left or west for 1.2 miles to masonry culvert and station to right at dam.

Elevation of station is 978.6 feet by spirit leveling.

U. S. 817, Dorshimer, Pa. (Monroe County, C. A. Schoene, 1937).—Station is located in Polk Township, on land owned by Mr. Sherman Dorshimer, approximately 2 miles north of U. S. Highway 209, and approximately 2 miles west of the village of Effort, in a hayfield with a few apple trees in it, 130 feet west of center line of road from Merwinsburg to Kunkletown, 216 feet southwest of northwest corner of Dorshimer's house, 87 feet north of center line of east-west road, 16 feet south of lone apple tree, 187 feet northwest of a U. S.

Geological Survey bench mark, and 95 feet west of a standard gravity mark stamped "DORSHIMER 1937" and set in a concrete post. The gravity mark is in line with a north-south row of apple trees, 91 feet north of center line of east-west road, 38 feet west of center line of Merwinsburg-Kunkletown road, and 68 feet west of the northwest corner of barn. To reach from Kresgeville, go east on U. S. Highway 209 for 1.8 miles to cross road. Turn left and go north on a dirt road following a power line for 1.85 miles to crossroads at Dorshimer's barn and gravity station on left.

Elevation of station is 884.8 feet by spirit leveling.

U. S. 818, Gregory, Pa. (Monroe County, C. A. Schoene, 1937).—Station is located in Polk Township, approximately 1.6 miles east of Kresgeville, in yard of James E. Gregory, in north end of yard, 66 feet east of center line of dirt road, 19 feet southwest of northwest corner of wagon shed, 17 feet northwest of southwest corner of wagon shed, 129 feet north-northeast of northwest corner of Gregory house, and 12 feet southwest of mark. Mark is a standard gravity mark set in top of concrete post protruding 4 inches, 75 feet east of center line of dirt road, 7 feet southwest of northwest corner of wagon shed, and 21 feet north-northwest of southwest corner of wagon shed. To reach from Polk Township Consolidated School at Kresgeville, go east on U. S. Highway 209 for 1.5 miles to crossroads. Turn right or south 0.25 mile to barn and station to left.

Elevation of station is 684.8 feet by spirit leveling.

U. S. 819, Borger, Pa. (Monroe County, C. A. Schoene, 1937).—Station is located in Eldred Township, approximately 1.4 miles (air line) north of Kunkletown, on land of Wm. Borger, in meadow between road and small brook, 0.15 mile northwest of crossroads, 245 feet northwest of west corner of barn, 40 feet southwest of center line of gravel road, 57 feet northeast of center line of small brook, and 158 feet southeast of a standard gravity mark, approximately 0.17 mile northwest of bridge over Princess Run. Mark is stamped "BORGER 1937" and is set in top of fast boulder, 81 feet southwest of center line of gravel road, 36 feet north of center line of small brook, 403 feet northwest of west corner of barn, and 148 feet southeast of stone fence. To reach from the American Hotel in Kunkletown (at a T-road intersection), go east for 0.3 mile to a T-road left at Schoenberger's General Store. Turn left and go 0.1 mile to a forks. Keep the right fork and go 0.35 mile to a T-intersection just across a bridge. Turn left and follow road up stream for 0.9 mile to a road to the right. Keep straight ahead here for 0.15 mile to gravity station on left in pasture field.

Elevation of station is 660.5 feet by spirit leveling.

U. S. 820, Smith, Pa. (Monroe County, C. A. Schoene, 1937).—Station is located in Eldred Township, approximately 1.0 mile (air line) south-southeast of Kunkletown, on property of Mrs. Emma Smith, at the edge of field, 24 feet west of southwest corner of garage, 108 feet west of center line of dirt road leading north to Kunkletown, 47 feet northwest of northwest corner of barn which is south of garage, 24 feet north of lane leading west between barn and garage, 215 feet northwest of northeast corner of Mrs. Smith's house, 297 feet south of granite monument marking site of old Indian Mission, and 17 feet northeast of mark. Mark is a standard gravity mark in top of concrete post protruding 5 inches, 6½ feet north of power-pole, 38 feet west of southwest corner of garage, 43 feet northwest of northwest corner of barn, 119 feet west of center line of Kunkletown Road. To reach station from American Hotel at T-intersection at Kunkletown, cross bridge and go north for 0.5 mile to road fork at general store, take left fork for 0.75 mile to garage and station on right.

Elevation of station is 586.2 feet by spirit leveling.

U. S. 821. Gyer, Pa. (Lehigh County, C. A. Schoene, 1937).—Station is located just west of the west side of city limits of Allentown, in the village of Cetronia, Whitehall Township, at the intersection of the old highway to Harrisburg (former U. S. Highway 22) and State Highway 229 to Emaus. This intersection is at the southeast corner of Trexlerville Park. The pendulums were set in holes in the ground in Mr. George W. Gyer's back yard, 82 feet south of southeast corner of Gyer's house, 150 feet south of center line of paved street, 91 feet east of center line of State Highway 229, 113 feet north of Cedar Creek, 330 feet west of junction of Cedar Creek and Little Cedar Creek, and 83 feet south of a standard gravity mark. The mark is stamped "GYER 1937" and set in a drill hole in a concrete wall, 8 feet west of southeast corner of Gyer's house, and 66 feet east of center line of State Highway 229. To reach from Allentown, go west on U. S. Highways 22 and 309 for approximately 1 mile to their junction at a traffic light. Continue west on U. S. Highway 22 for 1.0 mile to a road to the left at a statue. Turn left on this road and follow it 0.85 mile to a road to the left at a sign "Emaus—5 miles." The station is approximately 50 yards southeast of this point.

Elevation of station is 288.8 feet by spirit leveling.

U. S. 822, Guth, Pa. (Lehigh County, C. A. Schoene, 1937).—Station is located in Macungie Borough, Lower Macungie Township, on land of William F. Guth, 59 feet south of southwest corner of store and Chev-

rolet salesroom, 145 feet southwest of center line of Wescoesville Road, 149 feet northwest of center line of the two main tracks of the Reading Co. railroad, and 206 feet west of the mark. Mark is a standard gravity reference mark set in northwest corner of west abutment of underpass (intersection of Wescoesville Road and railroad), 18 feet west of center line of road and 30 feet north of center line of railroad tracks. To reach from Macungie post office and Macungie Bank, go southeast on State Highway 100 for 0.3 mile to T-intersection left. Turn left or northeast for 0.5 mile to cross road. Turn left or northwest for 0.1 mile through underpass to station to left.

Elevation of station is 376.3 feet by spirit leveling.

U. S. 823, Schreiber, Pa. (Lehigh County, C. A. Schoene, 1937).—Station is located in Old Zionsville, Upper Milford Township, on land of Mrs. Harry Schreiber, 44 feet west of center line of road, 125 feet west of small entrance at northwest corner of Zionsville Reformed Church, 255 feet southwest of intersection of macadam road, directly in front of main entrance to church, and 64 feet south of center line of driveway to barn south of Mr. Schreiber's home. A standard gravity mark was set in drill hole in south end of curb, in front of north post to driveway, 13 feet west of center line of road, 62 feet west of small entrance at northwest corner of Zionsville Reformed Church. Mark is stamped "SCHREIBER 1937" and is 72 feet east of station. To reach from Emaus, go south on State Highway 29 for approximately 5 miles to village of Old Zionsville on east side of highway and gravity station Schreiber about 200 yards east of highway.

Elevation of station is 745.6 feet by spirit leveling.

U. S. 824, Smoketown, Pa. (Bucks County, C. A. Schoene, 1937).—Station is located in Smoketown, Rockhill Township, on land of Mrs. Samuel Jersey, 38 feet west of center line of macadam road (temporary U. S. Highway 309), 54 feet west of center line of interurban trolley tracks, 121 feet north of northeast corner of old Smoketown Hotel, 127 feet southeast of southeast corner of bungalow about 248 feet north of old Smoketown Hotel on west side of road, 254 feet south of crossroads, and 73 feet east of the mark. The mark is a standard gravity reference mark stamped "SMOKETOWN 1937" and set in top of large boulder, 109 feet west of center line of macadam road, 125 feet west of center line of trolley tracks, 150 feet north of northwest corner of old Smoketown Hotel, and 97 feet south of southwest corner of bungalow. To reach from Quakertown, take old Bethlehem Pike (formerly U. S. Highway 309) for 3.8 miles to crossroads and old Smoketown Hotel and station to right.

Elevation of station is 602.5 feet by spirit leveling.

U. S. 825, Crouthamel, Pa. (Montgomery County, C. A. Schoene, 1937).—Station is located at East Summit Street and Railroad Avenue in the city of Souderton, Franconia Township, on land of Mr. George M. Crouthamel, 165 feet northwest of center line of East Summit Street, 148 feet southwest of center line of Railroad Avenue, 207 feet west of south end of bridge over railroad track at intersection of East Summit Street and Railroad Avenue. A standard gravity mark stamped "CROUTHAMEL 1937" was set in drill hole in top of west wing wall at south end of bridge over railroad track, about 4½ feet above street, 25 feet northwest of center line of East Summit Street, 20 feet northeast of center line of Railroad Avenue, and 199 feet east of station. To reach from the Reading Co. railroad depot in Souderton, go northwest along railroad for approximately ½ mile to overhead bridge and gravity station to west.

Elevation of station is 478.5 feet by Beaman arc.

U. S. 826, Alexander, Pa. (Montgomery County, C. A. Schoene, 1937).—Station is located in village of Colmar, Hatfield Township, on land of Mr. George Alexander, Sr., approximately 200 yards northeast of Colmar railroad depot, 54 feet southeast of center line of road, 224 feet northwest of Reading Co. railroad tracks, in east angle of road turn, in a vacant lot southwest of row of six identical houses at a point opposite a brick bungalow which is on the north side of road, 243 feet northwest of a standard gravity mark, and 51 feet southwest of northwest corner of frame-house porch. The gravity mark is stamped "ALEXANDER 1937" and is set in a drill hole in the concrete base of a steel power pole on the south side of the railroad. It is 151 paces northeast of northeast end of Colmar railroad depot and approximately 12 feet southeast of center line of track. To reach from the railroad freight depot in Lansdale, go northeast on Broad Street and follow it out of the city for 2.4 miles to junction with U. S. Highway 309 in village of Colmar. Turn left and go 0.1 mile across railroad tracks. Turn right and go northeast on a macadam road for 0.15 mile to jog in the road and gravity station.

Elevation of station is 294 feet by spirit leveling.

U. S. 827, Shelly, Pa. (Bucks County, C. A. Schoene, 1937).—Station is located in the village of Shelly, Richland Township, on the right-of-way of the Reading Co. railroad, approximately 10 miles south of the city of Bethlehem, and approximately 3 miles north-northwest of Quakertown, in a grassy lot between a

paved street and railroad, 121 feet west of center line of southbound track, 55 feet east of center line of paved street, 95 feet south of center line of paved road, 122 feet southeast of southeast corner of large brick building (store and Shelly post office), 178 feet northwest of northwest corner of Shelly railroad depot, 16 feet northeast of a standard gravity mark, and 126 feet southwest of bench mark P 107. The gravity mark is stamped "SHELLY 1937" and is set in a drill hole in the top of a large granite boulder, 33 feet east of center line of paved street, 67 feet east of northeast corner of house, and 95 feet south of center line of paved road. To reach station from intersection of Main and West Broad Streets at Quakertown, go west on West Broad for 0.3 mile to intersection. Turn right on U. S. Highway 309 for 2.8 miles to crossroads. Turn right for 0.05 mile to railroad crossing and gravity station.

Elevation of station is 559.6 feet by spirit leveling.

U. S. 828, Quakertown, Pa. (Bucks County, C. A. Schoene, 1937).—Station is located in Quakertown, Richland Township, 97 yards north-northeast of intersection of Main and Broad Streets, on property of John Blank, 118 feet east of center line of North Main Street, 95 feet south of south bank of creek, 42 feet northeast of northwest corner of barn now rented by Scherr Poultry Co. A standard gravity mark stamped "QUAKERTOWN 1937" was set in sloping top of southeast wing wall of county highway bridge on South Main Street. Bridge is 138 yards north of intersection of Main and Broad Streets. Mark is 157 feet northwest of station.

Elevation of station is 504.0 feet by spirit leveling.

U. S. 829, Sellersville, Pa. (Bucks County, C. A. Schoene, 1937).—Station is located in the city of Sellersville, Rockhill Township, in the Fire Department Building at the southeast edge of the business district, on the southwest side of the main street and on the northwest bank of Perkiomen Creek. The instruments were set with plaster on the concrete floor of the furnace room which is on the ground floor of the building, and the first room southwest of the fire-apparatus room. Instrument No. 2 (A-9) was set 4 feet southwest of the west corner of brick chimney, 4 feet southeast of northwest wall of room, and 9 feet south-southeast of a standard gravity mark. Instrument No. 3 (A-8) was set 11 feet southeast of northwest wall, 3 feet northeast of southwest wall, and 20 feet south-southeast of gravity mark. The mark is stamped "SELLERSVILLE 1937" and is set in the top of a concrete post, in an angle between the front part of the building and rear wing, 1 foot southwest of southwest wall and 3 feet northwest of northwest wall, 80 feet southwest of center line of Main Street, and 126 feet southeast of railroad tracks.

Elevation of station is 307.7 feet by spirit leveling.

U. S. 830, Dorman, Pa. (Berks County, C. A. Schoene, 1937).—Station is located in Hereford Township, in a grass field belonging to Horace P. Dorman of Philadelphia, 1.2 miles (air line) south by west of Huff's Church, and approximately 3 miles (air line) northwest of Bally, 120 feet approximately northeast of small stream (measured at fork), 110 paces north of bridge over stream, 175 feet northwest of wire and stone fence, 82 feet northeast of stone fence, 216 feet southeast of stone fence, and 21 feet north of the mark. Mark is a standard gravity mark stamped "DORMAN 1937" and set in top of fast rock, 70 feet northeast of center line of stone fence, 163 feet northwest of stone and wire fence which separates two fields and which is also a property line. To reach station from main crossroads at Huff's Church, go south on macadam road for 1.3 miles to T-road right. Take gravel road to right for 0.1 mile to fork, take right fork for 0.25 mile to small bridge and station to right.

Elevation of station is 628 feet by barometric leveling and by Beaman arc.

U. S. 831, Richard, Pa. (Berks County, C. A. Schoene, 1937).—Station is located in Hereford Township, approximately 1¼ miles (air line) north-northwest of Huff's Church, approximately 5 miles (air line) north-northwest of Bally, and approximately 2½ miles (air line) southwest of the Lehigh-Berks county line, on property owned by Mr. Robert Richard, on top of high hill covered with scrub trees and brush, in a small clearing. The pendulums were set in plaster in the ground, 32 feet east of center line of old unimproved road, 17 feet east of a 15-inch scrub oak blazed with tree notches, and 66 feet southwest of the mark. The mark is a standard gravity mark stamped "RICHARD 1937" and set in a drill hole in a sandstone boulder at the northeast edge of an old sawdust pile, 72 feet east of center line of road, and 71 feet northeast of triple-blazed oak tree. To reach from the easternmost crossroads of Huff's Church, go west on a paved road (State Highway 852) for 0.9 mile to an unimproved road to the right. Turn right on this road and follow it north up a steep grade for 0.9 mile to the top of hill and gravity station on right.

Elevation of station is 1,066 feet by barometric leveling and by Beaman arc.

U. S. 832, Wolfgong, Pa. (Berks County, C. A. Schoene, 1937).—Station is located in Colebrookdale Township, approximately 1½ miles (air line) west-southwest of Bechtelsville, approximately 2¼ miles (air line)

north-northwest of Boyertown, on land owned by Mr. Robert Wolfgong, about 500 feet northeast of Wolfgong's barn, in the east corner of a cultivated field, 27 feet northwest of center line of country road, 14 feet northwest of wire fence, 12 feet southwest of combination wood, wire, and stone fence (also a property line), 19 feet west of 15-inch wild cherry tree, and 28 feet southeast of a standard gravity mark stamped "WOLFGONG 1937" and set in a round concrete post projecting about 8 inches. The mark is 54 feet northwest of center line of road and 1 foot southwest of combination fence. To reach from Bechtelsville, go west from the fire station (at the junction of State Highway 100 with Hill Church Road) for 0.2 mile to a forks. Take the left fork and follow the main road 1.2 miles to a T-road to right. Keep straight ahead for 0.1 mile to a forks. Take the right fork and go 0.3 mile to gravity station on right in fence corner.

Elevation of station is 706 feet by Beaman arc.

U. S. 833, Moyer, Pa. (Berks County, C. A. Schoene, 1937).—Station is located in Pike Township, approximately 0.9 mile east (air line) of Pikesville and 2 miles west-northwest (air line) of Hill Church, on land of Isaac Moyer, in west edge of meadow, 11 feet east of rail and wire fence (property line), 147 feet south of center line of Manatawny Creek, 105 feet north of small wooden bridge over ditch, 0.1 mile east-northeast of 2 houses, the west one of which is Mr. Moyer's, and 0.15 mile northeast of macadam road. Station is 10 feet east of station mark and 365 feet north of center line of farm road. Mark is a standard gravity mark, stamped "MOYER 1937" and set in top of concrete post, on west fence line of field, 147 feet south of center line of Manatawny Creek, and 105 feet north of small wooden bridge over ditch. To reach station from Bechtelsville fire station at intersection of State Highway 100 and Hill Church Road, go northwest on Hill Church Road (macadam) for 3.15 miles to Hill Church. Continue southwest on macadam road for 1.95 miles to private dirt road to right. Follow this road for 0.05 mile to fork right. Take right fork on farm road for 0.1 mile to gate to left. Go through gate and follow trail down east side of fence over small bridge and to station.

Elevation of station is 381 feet by barometric leveling.

U. S. 834, Strause, Pa. (Berks County, C. A. Schoene, 1937).—Station is located in Richmond Township, ½ mile northwest of Fleetwood, on land of W. C. Strause, butcher, approximately 0.2 mile west of State Highway 662, 0.25 mile southwest of Wellington Dairy, 15 feet southwest of wire fence, 40 feet southeast of wire fence, 33 feet south of center line of rail gate, 0.2 mile southeast of Willow Creek, and 16 feet south of the mark. Mark is a standard gravity mark stamped "STRAUSE 1937" set in concrete post, 1 foot southwest of fence line, 28 feet southeast of fence corner, and 20 feet southeast of center line of rail gate. From the station, a brown school is about 900 feet (paced) S. 15° E. (mag.), a silo of Wellington Dairy is about ¼ mile N. 54° E. (mag.), the south gable of a large red barn is about 0.4 mile N. 19° W. (mag.), and a stack in Fleetwood is about 0.6 mile S. 20° E. (mag.). To reach from the National Bank in Fleetwood at the corner of Main and Franklin Streets, go north on Franklin Street (State Highway 662) for 0.55 mile to Wellington Dairy on left. Turn left off highway, go west through barnyard into lane and then southwest along lane for 0.2 mile (from highway) to three gates or openings. Pass through left gate and then continue southwest for 0.05 mile to a bar gate and gravity station Strause.

Elevation of station is 406 feet by spirit leveling.

U. S. 835, Gottfried, Pa. (Berks County, C. A. Schoene, 1937):—Station is located in Alsace Township, 2 miles east (air line) of Temple, on land of Mrs. George Gottfried, at north edge of field and south edge of woods, 26 feet south of old stone fence. From the station, Mrs. Gottfried's house is about 0.12 mile N. 89° W. (mag.) and the southeast apex of barn with red roof is about 0.25 mile S. 61° W. (mag.). Station is at edge of clear field at point where ground slopes sharply to the north. A standard gravity mark stamped "GOTTFRIED 1937" was set in drill hole in large boulder 98 feet north of station. To reach from the underpass at the Reading Co. railroad depot in Temple, go east on the Pricetown Road for 1.05 miles to a forks. Continue on the left fork east for 1.2 miles to a road junction at a tavern. Turn sharply right off paved road and go southwest up a steep slope for 0.4 mile to Mrs. Gottfried's house on the right. Turn left off the road at her house and go 0.12 mile east to gravity station in field at south edge of woods.

Elevation of station is 854.9 feet by Beaman arc.

U. S. 836, Kieffer, Pa. (Berks County, C. A. Schoene, 1937).—Station is approximately 2¾ miles (air line) east of Temple, in Ruscomb Manor Township, on land owned by Mr. Charles Kieffer, approximately 1¾ miles (air line) south-southeast of Blandon, and approximately ½ mile north of a creek known as Laurel Run, in a large cultivated field, approximately 250 yards west of Kieffer's farmhouse, approximately 250 yards south of edge of woods, 91 paces northwest of center line of country road, 87 paces west-southwest of stone fence, and on the east side of a huge boulder (10 feet high) and 25 feet in diameter. Pendulum No. 3 was set on top of a flat outcrop about 5 feet east of east side of the large boulder. Pendulum No. 2 was set on top of an outcrop about 11 feet east of east side of the large boulder and 23 feet east of the mark. The

mark is a standard gravity mark stamped "KIEFFER 1937" and set in a drill hole on the top of the large boulder. There are two large boulders about 100 yards west of the one in which the mark is set. To reach from the underpass at the Reading Co. railroad depot, go east on the Pricetown Road for 1.05 miles to a forks. Continue on left fork east for 1.35 miles to a point where the paved road turns right and an unpaved road continues straight ahead. Continue east on the unpaved road up the hill for 0.7 mile to top of grade and gravity station in field to the left.

Elevation of station is 810 feet by Beaman arc.

U. S. 837, Fire Company, Pa. (Berks County, C. A. Schoene, 1937).—Station is located in Lower Alsace Township, approximately 0.4 mile south of Stony Creek Mills and 0.5 mile northeast of Carsonia Park, 4 miles east of Reading by road, 237 feet northeast of intersection of Melrose Avenue and Roosevelt Boulevard, 49 feet southeast of center line of Roosevelt Boulevard, in vacant lot, 24 feet northeast of northeast face of Community Volunteer Fire Co. building, 32 feet north of east corner, and 30 feet east of north corner of building. A standard gravity mark stamped "FIRE CO. 1937" is set in drill hole in northeast corner of square concrete slab in front of double doors on northeast side of the building, 20 feet southwest of station. To reach from the main square in Reading, go east on U. S. Highway 422 for about 2 miles to a Gulf Oil Co. service station at the intersection of Perkiomen Avenue and Carsonia Avenue. Turn left and go northeast on Carsonia Avenue for 0.95 mile to a jog in road at entrance to Carsonia Park. Turn left across car tracks and continue on Carsonia Avenue for 0.5 mile to Melrose Avenue. Turn right and go 0.1 mile to cross street. Turn left on Roosevelt Boulevard and go 0.05 mile to gravity station.

Elevation of station is 373.0 feet by Beaman arc.

U. S. 838, Smeck, Pa. (Berks County, C. A. Schoene, 1937).—Station is located in Alsace Township, on Neversink Mountain, approximately 2 miles southeast of center of Reading, on land of Thomas Smeck, 219 feet northeast of northeast corner of house, in east angle of road junction, 208 feet west of north corner of shack on Bill Smeck's property, 10 feet south of center line of road leading down south side of mountain, 16 feet east of center line of road leading to Thomas Smeck's house, approximately 100 yards southeast of high-tension power line, and 11 feet north of the mark. The mark is a standard gravity mark stamped "SMECK 1937" and set in concrete post flush with surface of the ground, one foot south of the northernmost of three small pines in line and 14 feet east of center line of road leading to Thomas Smeck's house. To reach from the main square in Reading, go east on Penn Street for 0.65 mile to intersection with Perkiomen Avenue. Turn half right and go out Perkiomen Avenue for 0.95 mile to South Nineteenth Street. Turn right and go 0.15 mile to Fairview Street. Turn left and go 0.1 mile to a T-street right. Turn right and follow a narrow road for 0.15 mile to a forks. Take left fork and go 0.05 mile to another fork. Again take left fork and follow winding road up mountain for 0.55 mile to quarry on left. Continue up for 0.1 mile to a forks. Take the right fork and continue 0.05 mile to a fork. Take left fork and go about 100 feet to another fork and gravity station.

Elevation of station is 752.6 feet by barometric leveling.

U. S. 839, Barsby, Pa. (Berks County, C. A. Schoene, 1937).—Station is located in Oley Township, 2.0 miles (air line) southeast of Friedensburg, on land of J. E. Barsby, approximately 8½ miles (air line) east of Reading business center, and approximately 7 miles (air line) north of Schuylkill River, 19 feet west of the center line of State Highway 662, 5 feet west of center line of gate, 7 feet north of east-west fence line, 289 feet north of northeast corner of Barsby home, 233 feet south of T-road intersection east, and 43 feet northeast of the mark. Mark is a standard gravity mark stamped "BARSBY 1937" and set in top of concrete post protruding 6 inches, in an east-west fence line, 62 feet west of center line of State Highway 662, 46 feet west of north-south fence line, and 287 feet north of northeast corner of Barsby home. To reach station from main street at Friedensburg, go southwest on State Highways 73 and 662 for 0.25 mile to their junction. Turn left and follow State Highway 662 for 1.3 miles to T-road right. Continue straight ahead on State Highway 662 for 0.85 mile to dirt T-road left. Continue straight ahead on highway for 0.05 mile to gate to right and station.

Elevation of station is 373 feet by hand levels.

U. S. 840, Hammond, Va. (Mathews County, C. A. Schoene, 1937).—Station is about ½ mile southwest of Mathews, on land owned by Hammond Brothers, at site where oil well was drilled several years previous, on northeast slope of mound, 37 feet south of center line of sand road running about east and west, 29 feet northwest of 2½-foot live-oak tree, 36 feet northwest of abandoned water well, and approximately 130 yards north of Hammond Brothers' house. A standard gravity mark stamped "HAMMOND 1937" was set in top of concrete post projecting 6 inches above ground, midway between live-oak tree and sycamore tree, 26 feet east of station, and 36 feet south of center line of sand road. To reach from Mathews post office go

west on paved road for 0.3 mile and turn left taking the road furthest to left and go 0.3 mile on sand road to station site.

Elevation of station is 8.3 feet by spirit leveling.

U. S. 841, Trader, Va. (Mathews County, C. A. Schoene, 1937).—Station is approximately 4 miles north of Mathews, at the site of an abandoned store and dock, on land belonging to the Trader Estate, and approximately 0.3 mile west of Gwynn's Island Ferry landing at the end of State Highway 223, at a point 28 feet south of south wall of old building, 44 feet east of center line of road, approximately 207 feet south of water's edge, 182 paces north of a turn in paved State Highway 223, and 10 feet west of the mark. The mark is a standard gravity mark stamped "TRADER 1937" and set in a round concrete post projecting about 3 inches above the ground, 22 feet south of south side of old building, and 52 feet east of center line of road. To reach from Mathews, go north on the main street about ¼ mile. Turn left on State Highway 14 and follow it north and west for 1.8 miles to junction of State Highway 223. Go north on State Highway 223 for 1.0 mile to a forks at Mathews Baptist Church. Take the right fork and follow State Highway 223 for 0.95 mile to another church. Turn sharply left and go north for 0.8 mile to a point where paved highway turns right and dirt road extends straight ahead. Leave the paved highway and go north on the dirt road for 0.1 mile to old house and gravity station.

Elevation of station is 9.3 feet by spirit leveling.

U. S. 842, Soles, Va. (Mathews County, C. A. Schoene, 1937).—Station is located on State Highway 14, ½ mile west of ruins of Fort Nonsense, 0.5 mile east of James post office and store, on land of E. C. Soles, 0.13 mile east of North End Branch, 153 feet southeast of intersection of State Highway 14 and Soles Road, 47 feet south of center line of the highway, 138 feet east of southeast corner of service station, and 153 feet east of the mark. The mark is a standard gravity reference mark set in concrete foundation for gasoline pumps at northeast corner of service station, 35 feet south of center line of State Highway 14 measured from intersection of Soles Road, and 5 inches north of east brick pillar. To reach station from intersection of State Highway 14 and U. S. Highway 17 at Gloucester, go northeast on State Highway 14 for approximately 6 miles to James post office. Continue approximately 0.5 mile to road to left and gravity station.

Elevation of station is 18.3 feet by spirit leveling.

U. S. 843, Diggs, Va. (Mathews County, C. A. Schoene, 1937).—Station is located approximately 0.5 mile east of Diggs post office, on land of Mr. Harry Forrest, 37 feet northeast of center line of dirt road, 27 feet west-northwest of woods road running northeast to Mr. Willie Forrest's house, opposite the house which is on the south side of road, 90 feet north of north corner of house, and 48 feet north-northeast of entrance to barnyard. A standard gravity mark stamped "DIGGS 1937" is set in concrete, midway between two 1-foot pines, 15 feet northeast of station, 53 feet northeast of center line of dirt road, and 32 feet west-northwest of woods road.

Elevation of station is 7.3 feet by spirit leveling.

U. S. 844, Bay Side, Va. (Mathews County, C. A. Schoene, 1937).—Station is located at Bay Side Wharf on Mobjack Bay, 7¾ miles (air line) south-southeast of the town of Mathews, 2 miles (air line) north-northwest of New Point Comfort Lighthouse, on property owned by the Mathews Ice Co., on the north side of the ice plant, 59 feet north of east corner of building, 63 feet northwest of center line of road, 16 feet southwest of barbed wire property-line fence, 131 feet east of 24-inch pine tree, and 17 feet west of the mark. The mark is a standard gravity mark stamped "BAY SIDE 1937" and set in top of a concrete post, 1 foot southwest of barbed wire fence line, 52 feet northwest of center line of road, and 74 feet northeast of east corner of ice-plant building. To reach from the Bank of Mathews in Mathews, go south on main paved road for 3.65 miles to village of Port Haywood. Continue south for 3.4 miles to a T-intersection at a schoolhouse. Turn left and go 0.4 mile to a forks. Take the right fork and go 1.2 miles to another T-intersection. Turn left and go 0.15 mile to a crossroads. Turn right and go 0.55 mile to Bay Side Wharf and gravity station.

Elevation of station is 4.8 feet by spirit leveling.

U. S. 845, Yorktown, Va. (York County, C. A. Schoene, 1937).—Station is located in Yorktown, on the southwest side of York River, on land owned by D. C. Curtis, on a vacant lot behind a Standard Oil Co. service station, 55 feet northwest of a dirt street leading up the hill from the river (Buckner Street), 150 feet southwest of Water Street running along river, approximately 125 yards southwest of a large brick building (where Baltimore steamers dock), 89 feet north of power pole No. 503–59, 124 feet southwest of the mark. Mark is a standard gravity reference mark set in concrete runway between service station and cafe, 6 inches east of east side of cafe, 26 feet south of center line of Water Street, and 88 feet west of center line of Buckner Street.

Elevation of station is 14.8 feet by spirit leveling.

U. S. 846, Dare, Va. (York County, C. A. Schoene, 1937).—Station is located in village of Dare, on land owned by Mr. John Wornom (postmaster of Dare), approximately 3½ miles south of south bank of York River, on a peninsula between Cheesman Creek and Poquoson River, 37 feet north of center line of east-west paved road, 150 feet east of center line of north-south paved road, 23 feet north of a masonry well casing, 71 feet west of 30-inch pine tree, and 45 feet east of the mark. The mark is a standard gravity mark stamped "DARE 1937" and set in a concrete post projecting 3 inches above ground, 1 foot east of southeast corner of Mr. John Wornom's store at the post office, 33 feet north of center line of east-west paved road, and 105 feet south of north-south paved road. To reach from Yorktown, go south on U. S. Highway 17 for 6.25 miles to a paved road to left at a sign "Dare." Turn left and go 1.75 miles to paved crossroads at Dare post office and gravity station.

Elevation of station is 9 feet by spirit leveling.

U. S. 847, Royster, Va. (Lunenburg County, C. A. Schoene, 1938).—Station is located approximately 4 miles west of Dundas, at intersection of State Highways 34 and 138, on property of Mr. G. E. Royster, 93 feet west-northwest of center line of State Highway 34, 210 feet northwest of intersection of State Highways 34 and 138, 123 feet northwest of service station owned and operated by Mr. Royster, in northwest corner of cleared parking area adjacent to plowed field. A standard gravity mark stamped "ROYSTER 1938" was set in concrete post, 36 feet south-southwest of station, 105 feet west-northwest of center line of State Highway 34, on west edge of cleared parking area, 144 feet north of center line of dirt road, and 35 feet north of 8-inch pine tree. To reach from the incorporated village of Dundas, go west on State Highway 34 for 4.3 miles to a crossroads at a service station and gravity station Royster.

Elevation of station is 477.3 feet by spirit leveling.

U. S. 848, Edgerton, Va. (Brunswick County, C. A. Schoene, 1938).—Station is located in the village of Edgerton, 0.4 mile west of Edgerton railroad depot, at a service station and store in the northwest corner of a crossroads, on land owned by Mr. A. H. Zehmer, 20 feet west of northwest corner of building, 150 feet west of center line of paved State Highway 140, 87 feet north of center line of U. S. Highway 58, 163 feet north of Southern Railway track, and 67 feet north-northeast of the mark. The mark is a standard gravity reference mark stamped "EDGERTON 1938" and set in a drill hole in a square concrete block (originally used for a foundation), 30 feet north of center line of U. S. Highway 34, and 164 feet west of center line of paved highway leading north. To reach from Lawrenceville, go northeast on U. S. Highway 58 for 5 miles to junction with State Highway 140 and gravity station.

Elevation of station is 313.6 feet by spirit leveling.

U. S. 849, Pierce, Va. (Greenville County, C. A. Schoene, 1938).—Station is located on State Highway 32, 3.5 miles west-northwest of bridge across Meherrin River, 3.0 miles north of North Carolina State line, ½ mile east of old Gaskins post office, on land of V. L. Pierce, on the east corner of crossroads, 111 feet southeast of nearest rear corner of H. C. Bryant's service station and store, 53 feet northeast of center line of the highway, 37 feet south of center line of dirt road, and 15 feet north of mark. Mark is a standard gravity mark stamped "PIERCE 1938" and set in top of concrete post flush with the ground, 43 feet northeast of center line of the highway, 53 feet south of center line of dirt road, and 113 feet southeast of center of intersection. To reach from Emporia, go south on U. S. Highway 301 for approximately 1 mile to junction with State Highway 32. Go southeast on State Highway 32 for approximately 10 miles to a crossroads at Bryant's store and gravity station in woods.

Elevation of station is 80.6 feet by spirit leveling.

U. S. 850, Boykins, Va. (Southampton County, C. A. Schoene, 1938).—Station is located in the city of Boykins, ½ mile south of Boykins railroad depot, on land owned by Mr. C. L. Johnson, in a parking space on the south side of Mr. Johnson's service station and store, 45 feet south of southwest corner of store, 60 feet west of center line of paved street (State Highway 35), 27 feet north of north side of small frame house, approximately 75 yards east of a grove of virgin pines, 6 feet east of wire fence, and 50 feet southwest of the mark. The mark is a standard gravity reference mark stamped "BOYKINS 1938" and set in a drill hole in the concrete foundation for gasoline pumps at C. L. Johnson's store, 36 feet west of center line of street and 95 feet south of southeast corner of C. L. Johnson's house. To reach from Boykins railroad depot, go south on the main street for 0.51 mile to Johnson's store and gravity station Boykins.

Elevation of station is 40.7 feet by spirit leveling.

U. S. 851, Como, N. C. (Hertford County, C. A. Schoene, 1938).—Station is located in the village of Como, on land owned by Miss Barrett, on the southwest side of a store, approximately 175 yards southwest of Como post office, 55 paces southwest of an unpaved road leading west to Boykins, Va., in a clear space between two stores, 99 feet southeast of center line of U. S. Highway 158, 60 feet southwest of south corner

of one store, 120 feet S. 82° E. (mag.) from triangulation station Como, and 56 feet northeast of east corner of the other store. To reach from Murfreesboro, go northeast on U. S. Highway 158 for 7 miles to Como and gravity station.

Elevation of station is 72 feet by spirit leveling.

U. S. 852, Gatesville, N. C. (Gates County, C. A. Schoene, 1938).—Station is located in Gatesville, about 0.3 mile west of the county courthouse, at north edge of cemetery adjoining church (now torn down), 49 feet south of center line of dirt road leading west, 68 feet north-northwest of marble cross marking tomb of W. Vernon Eason, 163 feet S. 61° W. (mag.) from a chiseled cross on granite post 8 inches square extending one foot above ground, 11 feet west of southwest corner of two-story building (probably church meeting house), and 40 feet north of center line of dirt road. The square granite post with cross on top was used as the mark and is 152 feet west of chimney on west side of new house on south side of dirt road, and 148 feet north of center line of dirt road on south side of cemetery.

Elevation of station is 25.5 feet by spirit leveling.

U. S. 853, Sandy Cross, N. C. (Gates County, C. A. Schoene, 1938).—Station is located in the village of Sandy Cross, approximately 12 miles (air line) east-southeast of Gatesville, and approximately 6½ miles (air line) southeast of Sunbury, on the southeast side of the Sandy Cross Baptist Church, 116 feet southeast of south corner of church, 89 feet northeast of center line of paved road from Trotville to Winfall, 28 feet southwest of well pump, and 30 feet west of gravity mark which is surrounded by tall pines and sycamores. Mark is a standard gravity mark stamped "SANDY CROSS 1938" and set in top of a concrete post, 133 feet southeast of south corner of church, 115 feet northeast of center line of road, and 12 feet southeast of well in a line between two trees. To reach from Sunbury, go south on State Highway 32 for approximately 6¼ miles to a dirt road to the left at a service station and store. Turn left and go east 1.8 miles to Trotville post office. Continue east for approximately 3¼ miles to Sandy Cross Baptist Church and gravity station.

Elevation of station is 54.0 feet by spirit leveling.

U. S. 854, Story, N. C. (Perquimans County, C. A. Schoene, 1938).—Station is located in the village of Parkville, 6 miles northeast of Winfall, in barnyard of T. C. Story, 0.2 mile southwest of general store and service station, 36 feet northwest of center line of Four Mile Desert Road, 6 feet east of east corner of shed used for auto and farm implements, approximately 150 feet northeast of northeast corner of Story house, and 16 feet west of mark. Mark is a standard gravity mark stamped "STORY 1938" and set in concrete post in east fence line of barnyard, 22 feet northwest of center line of Four Mile Desert Road, 138 feet northeast of northeast end of gate into farmyard, and 22 feet east of northeast corner of auto and implement shed. To reach from intersection of U. S. Highway 17 and State Highway 37 at Winfall, go approximately 100 yards northwest on State Highway 37 to dirt road right. Go right or northeast on dirt road for 2 miles to intersection, jog about 100 yards to right and continue northeast for 4.13 miles to Mr. Story's house and station to left.

Elevation of station is 15 feet.

U. S. 855, Weeksville, N. C. (Pasquotank County, C. I. Aslakson, 1938).—Station is located 0.25 mile east and 0.2 mile south of the large red brick schoolhouse at Weeksville, about 0.2 mile south of the post office, on the east side of the narrow concrete road leading south toward Mill Point, at the mouth of Little River, and 79 feet east of the center line of road. It is on the southern part of a firm plot of ground owned by a colored farmer named Will Shannon. Point occupied is 40 feet south of the east edge of his house. A standard gravity reference mark is set in cement in a drill hole in the east abutment of a low concrete culvert under the road leading south past station. Point occupied is 77 feet N. 37° E. (mag.) of the mark.

Elevation of station is 4 feet by spirit leveling.

U. S. 856, Old Trap Wharf, N. C. (Camden County, C. I. Aslakson, 1938).—Station is located near ruins of Old Trap Wharf on east side of Pasquotank River, 1.6 miles west of Old Trap post office, in a clearing 210 feet south of west end of graded dirt road (formerly inner end of wharf), approximately 25 feet east of west edge of clearing, 70 feet west of east edge of clearing, and 75 feet north of south end of clearing. Mark, a standard gravity mark stamped "OLD TRAP WHARF 1938" and set in concrete post, is 5 feet west of center line of pendulums. To reach station from Camden, go southeast along State Highway 343 for 12 miles to Old Trap post office. Turn right or west and follow dirt road for 1.6 miles to old wharf at river's edge and station 70 yards to left.

Elevation of station is 3 feet by hand levels.

U. S. 857, Powells Point, N. C. (Currituck County, C. I. Aslakson, 1938).—Station is located in Powells Point, 14.2 miles south of drawbridge at Coinjock, north of west end of Wright Memorial Bridge, in a small

field 122 feet east of center line of State Highway 34, 9 feet west of wire fence, 98 feet south of wire fence, 66 feet north of north side of shed, 270 feet (paced) south of Powells Point post office, on land of Norman Newbern, and 8 feet west of mark. Mark is in north-south fence line, 130 feet east of center line of the highway, 98 feet south of fence corner, and 66 feet north of shed. It is stamped "POWELLS POINT 1938" and is set in top of concrete post protruding 3 inches. North River Light No. 34 is S. 86° W. (mag.) of station and north chimney on large yellow house at Newbern landing is N. 70° W. (mag.) of station.

Elevation of station is 10 feet by spirit leveling.

U. S. 858, Kitty Hawk, N. C. (Dare County, C. I. Aslakson, 1938).—Station is located in village of Kitty Hawk, 1.0 mile west of Kitty Hawk Coast Guard Station which is on the beach just east of State Highway 34, on the property of Mr. E. W. Baum, 57 feet west of northwest corner of Boaz Methodist Episcopal Church, 47 feet south of center line of paved road, 36 feet southeast of pump at edge of road at power-line pole with transformer mounted on it, 16 feet north of three-foot gum tree, and 6 feet west of property line of church and that of Mr. Baum. Standard gravity mark was set in concrete on property line of church and Mr. Baum, 41 feet south of center line of road, 20 feet north of three-foot gum tree, 51 feet west of northwest corner of above-named church. Mark is stamped "KITTY HAWK 1938."

Elevation of station is 3.0 feet by spirit leveling.

U. S. 859, Hickory, Va. (Norfolk County, C. I. Aslakson, 1938).—Station is located in Hickory, in barnyard of Mr. Nichols, 0.60 mile north of intersection of State Highway 27 and county road 604 at Hickory, 4.3 miles south along macadam county road 604 from Fentress, in northwest corner of Nichols' barn lot, 30 feet east of center line of county road 604, approximately 340 feet north of county road 607 leading east to Hickory Ground railroad station, 235 feet north of northwest corner of Nichols' home, approximately 80.0 feet northeast of highway shed on west side of road, 83.0 feet east of triangulation station Hickory, 150.5 feet northeast of Hickory reference mark No. 2, and 103 feet south of Hickory reference mark No. 1. It is 0.32 mile west of Hickory Ground railroad station and Hickory post office. Mark is a standard gravity reference mark stamped "HICKORY 1938." Mark is 66 feet east of station, 96 feet east of center line of the county road, 207 feet north of northeast corner of Nichols' house, and 55 feet west of southwest corner of Nichols' barn. It is set in top of old light-plant foundation, 18 inches above ground.

Elevation of station is 16.6 feet by spirit leveling.

U. S. 860, Plymouth, N. C. (Washington County, C. I. Aslakson, 1938).—Located in the town of Plymouth, in a vacant lot near the intersection of Water Street and Adams Street, 188 feet south of the south curb of Water Street, and 66 feet west of west curb of Adams Street. The station is 308.0 feet S. 8½° W. (mag.) from the municipal water tank, a triangulation intersection station. Property is owned by a Dr. White of Suffolk, Virginia. A standard gravity reference mark is set in a drill hole in the west sidewalk of Adams Street, 199 feet south of the Water Street curb. The station is 57.0 feet S. 74½° W. (mag.) from the mark.

Elevation of station is 12 feet by spirit leveling.

U. S. 861, Jasper, N. C. (Craven County, C. I. Aslakson, 1938).—In the eastern edge of the settlement of Jasper, on the south side of U. S. Highway 70 and on the east side of the road leading to Tuscarora which is 2.7 miles south-southwest, in the churchyard of Bethany Christian Church, 43 feet south of center line of the highway, 95 feet east of center line of the road, and 43 feet north of the north or northwest corner of Bethany Christian Church. Station is about 6 feet south of a standard gravity mark set in a concrete post protruding about 4 inches, on the south right-of-way line of the highway.

Elevation of station is 34.4 feet by spirit leveling.

U. S. 862, Godley, S. C. (Colleton County, C. I. Aslakson, 1938).—Station is located approximately 1 mile north of center of Walterboro, on U. S. Highway 15, in a tourist camp owned by E. G. Godley, 144 feet east of center line of the highway, 14 feet north of east-west fence line on south side of camp, 171 feet south by east of southeast corner of Godley service station, 33 feet south by east of east corner of southern tourist cabin, and 13 feet north-northeast of mark. Mark is a standard gravity mark in top of concrete post, 1 foot north of east-west fence line on south side of camp, 141 feet east of center line of the highway, and 39 feet south of south corner of southern cabin. To reach from intersection of U. S. Highways 15 and 17 in Walterboro, go north 0.9 mile to Godley tourist camp on right.

Elevation of station is 78.9 feet by spirit leveling.

U. S. 863, Alma, Ga. (Bacon County, C. I. Aslakson, 1938).—Station is located in Alma, in Deen's Haven Tourist Camp, on U. S. Highway 1, 0.6 mile north of intersection of State Highway 32. The camp is opposite a dirt T-road east and is owned by Victor Deen. The station is 132 feet west of center line of the highway, 131 feet south of southwest corner of service station building, 48 feet east of wooden fence separating camp

from field, and 33 feet north by east of mark. Mark is a standard gravity reference mark in top of concrete post, 1 foot northeast of a northwest-southeast wooden fence, 159 feet south of south side of Deen's service station, and 118 feet west of center line of the highway. To reach station from junction of State Highway 32 and U. S. Highway 1 at overpass over Atlanta, Birmingham & Coast Railroad, go north 0.6 mile on U. S. Highway 1 to T-road left and tourist camp and station to right.

Elevation of station is 193.5 feet by spirit leveling.

U. S. 864, Waresboro, Ga. (Ware County, C. I. Aslakson, 1938).—Station is located 2.50 miles east of Waresboro, 3.85 miles west of west city limits of Waycross, on the north side of State Highway 50, at summit of a low rise in pine woods, 540 feet north of Atlantic Coast Line Railroad, 117 feet north of center line of the highway, 12 feet south of fire break, 15 feet west of lane or woods road leading north-northwest from highway, and about 250 feet N. 27° W. (mag.) from a small service station (owned by J. F. Herndon) on south side of highway. Standard gravity mark set in concrete post is 5 feet west of station, and 117 feet north of center line of highway. Mark is stamped "WARESBORO 1938."

Elevation of station is 147.7 feet by spirit leveling.

U. S. 865, Fort Mudge, Ga. (Ware County, C. I. Aslakson, 1938).—Station is located at the Fort Mudge station of the Atlantic Coast Line Railroad, 15 miles southeast of Waycross, in a pine woods 0.1 mile southwest of Fort Mudge station, 70 feet southeast of center line of a dirt wagon road, 88 feet southwest of west corner of large unpainted frame building, 6 feet east of mark, and 44 feet south of dug well. Mark is a standard gravity mark set in top of concrete post, protruding 4 inches, 65 feet southeast of center line of dirt wagon road, and 92 feet southwest of west corner of large unpainted frame building. To reach from Waycross, go southeast on U. S. Highway 1 for 15 miles, to a T-road right leading in to the Fort Mudge station. Go right on this road for 0.08 mile to tracks and railroad station. Continue straight ahead for 0.1 mile to large frame building and station to left.

Elevation of station is 131.7 feet by spirit leveling.

U. S. 866, Folkston, Ga. (Charlton County, C. I. Aslakson, 1938).—Station is located in Folkston, at the "Kozy Kabin Camp," which is 0.33 mile south on U. S. Highway 1 from the county courthouse, in northwest corner of camp lot, 12 feet southeast of fence corner, 38 feet south of center line of Roney Street, 38 feet east of center line of dirt road on west side of camp, 230 feet west of center line of the highway, and 36 feet west of northwest corner of most westerly cabin on north side. Station mark is a standard gravity mark set in a concrete post in northwest fence corner, 10 feet northwest of station. Station is S. 26½° E. (mag.) from water tank in Folkston. Mark is stamped "FOLKSTON 1938."

Elevation of station is 82.1 feet by spirit leveling.

U. S. 867, Hilliard, Fla. (Nassau County, C. I. Aslakson, 1938).—Station is located 1 mile northwest of center of Hilliard, on U. S. Highway 1, in Sullivan's Tourist Camp, in SE ¼ sec. 5, T. 3 N., R. 24 E., 105 feet northeast of center line of the highway, 38 feet northwest of wire fence, 18 feet south of south corner of cabin facing northwest, and 37 feet northwest of mark. Mark is a standard gravity reference mark stamped "HILLIARD 1938" and set in top of concrete post, 1 foot north of wire fence on south side of camp, 92 feet northeast of center line of the highway, and 55 feet south of south corner of cabin facing northwest. To reach from First Methodist Church at intersection of U. S. Highway 1 and road running to railroad station in Hilliard, go northwest on U. S. Highway 1 for 0.88 mile to Sullivan's Tourist Camp and station to right.

Elevation of station is 67.9 feet by spirit leveling.

U. S. 868, Italia, Fla. (Nassau County, C. I. Aslakson, 1938).—Station is in Italia, in sec. 5, T. 2 N., R. 26 E., about 7 miles west of Yulee, on State Highway 13, 537 feet south of railroad station at Italia, S. 13½° W. (mag.) from grade crossing at station, 377 feet north of center line of the highway, and 98 feet west of center line of dirt road leading to railroad station at Italia. Mark is a standard gravity mark set in concrete post, 5 feet north of station, 98 feet west of center line of dirt road leading to railroad station at Italia. Mark is stamped "ITALIA 1938."

Elevation of station is 20.6 feet by spirit leveling.

U. S. 869, Lake City, Fla. (Columbia County, C. I. Aslakson, 1938).—In the eastern part of Lake City, in the southern edge of the Duval Tourist Camp which is south of U. S. Highway 90, near the southern property line of the camp, and 123 feet west of the eastern property line. A standard gravity reference mark is 2 feet west of the eastern property line and is 0.06 mile south of U. S. Highway 90. Station is 121 feet N. 76° W. (mag.) from mark. To reach station from southeast corner of square in Lake City, go south a short ½ block, and east 0.9 mile on U. S. Highway 90 to Duval Camp entrance, then south 0.06 mile to station.

Elevation of station is 190.1 feet by spirit leveling.

U. S. 870, York, Fla. (Marion County, C. I. Aslakson, 1938).—At York Station, on the Silver Springs, Ocala & Gulf Railroad, near some live-oak trees, just north of the depot, 94 feet northwest of the track, 12 feet east of a fence, and 62 feet southwest of a road leading to railroad crossing. A standard gravity mark set in the top of a concrete post is 97 feet northwest of the track, 2 feet east of a fence, and 70 feet N. 56° W. (mag.) from the northwest corner of the depot. The station is 10 feet east of the mark.

Elevation of station is 86.1 feet by hand levels.

U. S. 871, Tennille, Fla. (Taylor County, C. I. Aslakson, 1938).—Station is located at the crossroads of Tennille, at the south intersection of U. S. Highway 19 and State Highway 69, approximately 19 miles northwest of Cross City, and 28 miles southeast of Perry, on land owned by C. M. Tennille, 99 feet southwest of southwest right-of-way of U. S. Highway 19, and 75 feet southeast of center line of State Highway 69, 126 feet N. 13° E. (mag.) from mark. Mark is a standard gravity reference mark set in concrete post in the yard of C. M. Tennille, 9 feet north of outside of chimney of house.

Elevation of station is 19.7 feet by spirit leveling.

U. S. 872, Perry, Fla. (Taylor County, C. I. Aslakson, 1938).—Station is located in Perry, 0.42 mile west of courthouse, at the southeast intersection of Spring and Green Streets, behind a Pure Oil service station, 120 feet south of center line of Green Street, 139 feet east of center line of Spring Street, 42 feet east of southeast corner of service station building, 13 feet east of mark, and approximately 195 feet southwest of south corner of Atlantic Coast Line Railroad station. Mark is a standard gravity mark, stamped "PERRY 1938" and set in top of concrete post, 117 feet south of center line of Green Street, 120 feet east of center line of Spring Street, and 29 feet east of southeast corner of service station building.

Elevation of station is 44.3 feet by spirit leveling.

U. S. 873, Jasper, Fla. (Hamilton County, C. I. Aslakson, 1938).—Station is located in Jasper, in the southeast part of town, at the southeast intersection of East Main and Sybil Streets, behind a service station owned by Joe Sapp, 106 feet east of center line of U. S. Highway 41 (Sybil Street), 114 feet south of center line of East Main Street, and 70 feet southeast of mark. Mark is a standard gravity reference mark, stamped "JASPER 1938" and set in top of concrete post, 2 feet east of southeast corner of service station, 74 feet east of center line of Sybil Street, and 53 feet south of center line of East Main Street.

Elevation of station is 146.8 feet by spirit leveling.

U. S. 874, Valdosta, Ga. (Lowndes County, C. I. Aslakson, 1938).—Station is located 0.82 mile south of Southern Railroad passenger station at Valdosta on U. S. Highway 41, in Cook's Tourist Camp, 146 feet east of center line of the highway, 7 feet south of fence line and drainage ditch, 54 feet west of northwest corner of boiler room and showers on north side of tourist camp, 190 feet north-northeast of service station at tourist camp. Standard gravity mark was set in concrete post, 6 feet northeast of station, 152 feet east of center line of U. S. Highway 41, and one foot south of fence line. Mark is stamped "VALDOSTA 1938."

Elevation of station is 194 feet by spirit leveling.

U. S. 875, Adel, Ga. (Cook County, C. I. Aslakson, 1938).—Station is located near town of Adel, approximately 0.1 mile north of north city limits of Adel, at the southwest intersection of U. S. Highway 41 and dirt road, in a tourist camp named "Camp 41," 154 feet west of center line of the highway, 29 feet south of center line of dirt road, 18 feet north of north side of north cabin in camp, 36 feet east of wire fence in rear of camp, 9 feet south by west of mark, 0.8 mile north of east-and-west street leading to Georgia Southern & Florida Railroad station, 1 block east-southeast of Sowega Fertilizer Corp., approximately 0.2 mile south-southwest of brick school building. Mark is a standard gravity mark stamped "ADEL 1938" and set in top of concrete post, 1 foot south of east-and-west wire fence on north side of camp, 152 feet west of center line of U. S. Highway 41, and 20 feet south of center line of dirt road.

Elevation of station is 243.2 feet by spirit leveling.

U. S. 876, Tifton, Ga. (Tift County, C. I. Aslakson, 1938).—Station is located in Tifton, in the north part of town, in a trailer camp owned by L. H. London, at southwest corner of intersection of Twelfth Street and Ridge Avenue, behind London service station and cafe, 120 feet south of center line of Twelfth Street (U. S. Highway 41), approximately 195 feet (paced) west of center line of Ridge Avenue, 53 feet east of center line of alley, 18 feet south-southeast of southeast corner of service station and cafe. Mark is a standard gravity mark, stamped "TIFTON 1938" and set in top of concrete post, 20 feet southeast of gravity station, 1 foot north of fence on south property line, 67 feet east of center line of alley, and 137 feet south of center line of Twelfth Street.

Elevation of station is 372.7 feet by spirit leveling.

U. S. 877, Alapaha, Ga. (Berrien County, C. I. Aslakson, 1938).—Station is located in town of Alapaha, on a vacant lot, 350 feet north of center line of Atlantic Coast Line Railroad track, 183 feet west of center line of street (State Highway 11), 45 feet north of center line of east-west alley, 80 feet east of center line of north-south alley, and 100 feet northwest of mark. Mark is a standard gravity reference mark stamped "ALAPAHA 1938" and set in top of concrete post, 329 feet north of center line of the railroad track, and 83 feet west of center line of State Highway 11, approximately on north line of east-west alley.

Elevation of station is 292.1 feet by spirit leveling.

U. S. 878, Pearson, Ga. (Atkinson County, C. I. Aslakson, 1938).—Station is located on State Highway 50, 1.35 miles east of the depot in Pearson, 151 feet north of the center line of the highway, 15 feet south of an east-west fence, 55 feet west of a north-south fence, about midway between two gates in the east-west fence, 98 feet N. 17° E. (mag.) from the mark. A farm road leading north from highway is about 160 feet southeast. The mark is a standard gravity reference mark, stamped "PEARSON 1938" and set in the top of a concrete post, located about on the north right-of-way line of State Highway 50, 53 feet north of center line of highway, about 75 feet west of center line of country road, and 85 feet west of a fence corner.

Elevation of station is 199.9 feet by spirit leveling.

U. S. 879, Thomasville, Ga. (Thomas County, C. I. Aslakson, 1938).—Station is located 1.0 mile south of courthouse in Thomasville, on U. S. Highway 19, 105 feet east of center line of the highway, 108 feet southeast of southeast corner of Gulf service station (943 South Broad Street, Thomas Gay, Manager), and 39 feet north of fence line running east-southeast from the highway. Station mark is standard gravity mark, stamped "THOMASVILLE 1938" and set in concrete post, one foot north of fence line, 38 feet south of station, and 82 feet east of center line of U. S. Highway 19. Narrow lane leading east-southeast along fence line (on north side) through draw running about north and south is about 50 yards east of station.

Elevation of station is 268.7 feet by spirit leveling.

U. S. 880, Monticello, Fla. (Jefferson County, C. I. Aslakson, 1938).—Station is 1.11 miles east of the courthouse circle in Monticello, on the south side of U. S. Highway 90, in the southeast part of Utley's Tourist Camp, 168 feet south of the center line of U. S. Highway 90, 25 feet north of the north bank of a small creek, 27 feet east of one cabin and 58 feet west of another, and 17 feet northwest of a lone pine tree 3½ feet in diameter. A standard gravity mark set in a concrete post protruding 5 inches marks the station. The mark is 11 feet southwest of station.

Elevation of station is 158.2 feet by spirit leveling.

U. S. 881, Sawmill, Fla. (Gulf County, C. I. Aslakson, 1938).—About 11.1 miles south along State Highway 6 from the county courthouse at Wewahitchka, 1.2 miles north of concrete bridge built in 1934 and labeled FAP 134, 90 feet east of the center line of the highway, and 74 feet south of road leading east from highway to an old abandoned sawmill site marked by two large sawdust piles about ¼ mile east of highway. Bench mark R 44 is 129½ feet N. 1° E. (mag.) from station. There are some stock pens and dilapidated shacks south and east of the station. Mark is near the east right-of-way line. The station is 47 feet S. 68° E. (mag.) from the mark.

Elevation of station is 22.5 feet by hand levels.

U. S. 882, Idlewood, Fla. (Gulf County, C. I. Aslakson, 1938).—Station is located 0.7 mile south of Calhoun County line, 5.6 miles north of courthouse at Wewahitchka, 0.38 mile east of State Highway 6, in Camp Idlewild, approximately ¼ mile west of Buckhorn Landing on Dead Lake, 52 feet north of center line of road running through camp to Buckhorn Landing, 55 feet southeast of windmill, 16 feet northeast of third cabin and 27 feet northwest of fourth cabin on north side of road, and 6 feet south of station mark. Mark is a standard gravity mark, stamped "IDLEWOOD 1938" and set in top of concrete post protruding 2 inches from the ground. Mark is 58 feet north of center line of road running through camp, and 55 feet southeast of windmill.

Elevation of station is 57.8 feet by spirit leveling.

U. S. 883, Blountstown, Fla. (Calhoun County, C. I. Aslakson, 1938).—Station is located at Blountstown, 0.34 mile south of city water tank, on State Highway 6, behind a woodworking and repair shop owned by I. B. White, 43 feet southeast of center line of the highway which is curving at this point, 95 feet west of center line of dirt road, 38 feet southwest of southwest corner of repair shop, and 153 feet north of Mr. White's house. Mark is a standard gravity mark, stamped "BLOUNTSTOWN 1938" and set in top of concrete post, 5 feet west of station, 38 feet southeast of center line of State Highway 6, and 42 feet southwest of southwest corner of repair shop.

Elevation of station is 55.0 feet by spirit leveling.

838370°—49—11

U. S. 884, Sink Creek, Fla. (Jackson County, C. I. Aslakson, 1938).—Station is located in village of Sink Creek, 3.9 miles north of schoolhouse in Altha, on State Highway 6, in southeast corner of Latter Day Saints Churchyard, 0.1 mile north of cross road leading to Alliance, 73 feet west of center line of State Highway 6, 95 feet southeast of southeast corner of church, approximately 0.15 mile south of Sink Creek bridge, and 37 feet northwest of station mark. Mark is a standard gravity mark set in top of concrete post protruding 2 inches above ground, 52 feet west of center line of State Highway 6, and 131 feet southeast of southeast corner of church.

Elevation of station is 63.7 feet by spirit leveling.

U. S. 885, Mumford, Fla. (Jackson County, C. I. Aslakson, 1938).—Station is located approximately 0.20 mile south of Alabama line, 0.73 mile southwest of Grangeburg, Alabama, on old Malone Road, on property of Taylor Mumford, 50 feet east of center line of old Malone Road (dirt), 17 feet west of wire fence, 69 feet southwest of southwest corner of Mumford's house. Mark is a standard gravity mark, stamped "MUMFORD 1938" and set in top of concrete post 5 feet northeast of station, 54 feet east of center line of road, and 65 feet southwest of southwest corner of Mumford's house. This mark is used as azimuth mark for triangulation station Howard, 1938. To reach station from Grangeburg, Alabama, go south-southwest on old Malone Road for 0.73 mile to Mumford house and station to left.

Elevation of station is 179 feet by barometric leveling.

U. S. 886, Dothan, Ala. (Houston County, C. I. Aslakson, 1938).—Station is located 2.3 miles south of Dothan, on U. S. Highway 231, at the Beauty Rest Tourist Camp (owned by G. W. Gilbert), 195 feet west of center line of U. S. Highway 231 (measured parallel to fence line), 45 feet southwest of small tourist cabin, 26 feet north of wire fence (south property line), and 25 feet north from mark. Mark is a standard gravity mark, stamped "DOTHAN 1938" and set in top of concrete post 1 foot north of fence (south property line), and 194 feet west of center line of U. S. Highway 231 (measured along fence line). To reach from county courthouse at Dothan, go south on U. S. Highway 231 for 2.3 miles to tourist camp and station to right.

Elevation of station is 299.6 feet by spirit leveling.

U. S. 887, Bonifay, Fla. (Holmes County, C. I. Aslakson, 1938).—Station is 0.35 mile south of water tank in Bonifay, in northwest angle of U. S. Highway 90 and State Highway 39 (north and south), 197 feet west of center line of State Highway 39 (Waukshaw Street), 204 feet north of center line of U. S. Highway 90, 139 feet northwest of northwest corner of brick service station and garage in northwest angle of intersection, in vacant lot about 8 or 9 feet higher than street level, 20 feet north of 14-inch lone mulberry tree. Mark is a standard gravity mark, stamped "BONIFAY 1938" and set in concrete post, 4 feet east of station.

Elevation of station is 126.3 feet by spirit leveling.

U. S. 888, Rock Hill, Fla. (Walton County, C. I. Aslakson, 1938).—Station is 9 miles south of De Funiak Springs, 7.75 miles north of Freeport, on State Highway 40, 0.70 mile east of crest of hill, which has "Rock Hill" painted on pavement for airplane use, 38 feet south of oil-well casing still in ground surrounded by wooden platform used in supporting oil-well machinery. Two boilers are still at the site about 100 feet east of station. Mark is standard gravity mark set in concrete post about 4 feet east of station and 38 feet south of oil-well casing. Mark is stamped "ROCK HILL 1938."

Elevation of station is 214 feet.

U. S. 889, Valparaiso, Fla. (Okaloosa County, C. I. Aslakson, 1938).—Station is located in the northeast corner of Lot A, Block 15, Plot No. 1 of Valparaiso, on land owned by James E. Plew, at the southwest corner of the intersection of Westview Avenue and Edge Avenue, on the northeast corner of a concrete slab floor. The building, which formerly covered the floor, has been demolished. The point occupied is 46 feet normal to the center line of Edge Avenue in a southerly direction and 52 feet normal to the center line of Westview Avenue in a westerly direction. The mark is about 2 feet southwest of the fire hydrant, which is at the above street intersection. The station is 25 feet S. 65° W. (mag.) from the mark.

Elevation of station is 10.3 feet by spirit leveling.

U. S. 890, Crestview, Fla. (Okaloosa County, C. I. Aslakson, 1938).—Station is located 1 mile west of Crestview, on U. S. Highway 90, at the Mar-Camp tourist camp, 91 feet east of center line of dirt road in front of camp cabins, 370 feet south of center line of the highway, and 29 feet southeast of the southernmost cabin. Mark is a standard gravity mark. To reach from county courthouse at Crestview, go west on U. S. Highway 90 for 1.0 mile to tourist camp on left or south side of road.

Elevation of station is 168.5 feet by spirit leveling.

U. S. 891, Boyd, Fla. (Walton County, C. I. Aslakson, 1938).—Station is located 0.1 mile south of Alabama line, on State Highway 33, 1.0 mile south of Florala, Alabama, on property of W. W. Boyd, approximately

150 feet west of shoreline of Lake Jackson, 171 feet northwest of entrance of dance pavilion, 96 feet southwest of fence on north property line, approximately 0.12 mile east of State Highway 33, and 103 feet due south of mark. Mark is a standard gravity reference mark, stamped "BOYD 1938" and set in top of concrete post, 1 foot south of wire fence on north property line, and approximately 200 feet west of Lake Jackson shoreline.

Elevation of station is 256.8 feet by spirit leveling.

U. S. 892, Blair, Ala. (Covington County, C. I. Aslakson, 1938).—Station is located in the settlement known as Blair, on State Highway 12, 4.4 miles northwest of the depot at Kinston, about 2.5 miles southeast of Opp, on the grounds of the Bethany Baptist Church (an old wooden structure which is also used as a schoolhouse). The point occupied is 112 feet west of the center line of State Highway 12, 9 feet north of the north side of the church, and 12 feet west of the east or front side of the church. The mark is located on the south right-of-way line of the highway and is 90 feet N. 13° E. (mag.) from the northeast corner of the church.

Elevation of station is 308.0 feet by spirit leveling.

U. S. 893, Gantt, Ala. (Covington County, C. I. Aslakson, 1938).—Station is in Gantt, 266 feet east of center line of track in front of railway station, 58 feet south of center line of road leading east from U. S. Highway 29, 45 feet west of second north-and-south road east of railway station, and 8 feet north of a sheet-metal building (housing a pool hall). Station is about 290 feet N. 68° E. (mag.) from water tank at railway station. Station is on the property of Mable Rawls, south of a red brick building in which the property owner runs a grocery store, west of a concrete-block building, southwest of a large warehouse near railway station. Mark is a standard gravity mark, stamped "GANTT 1938" and set in top of concrete post, 7 feet south of center line of pendulums, 1 foot north of north side of sheet-metal building (pool hall), and 10 feet west of rear end of building.

Elevation of station is 229.6 feet by spirit leveling.

U. S. 894, Rome, Ala. (Covington County, C. I. Aslakson, 1938).—Station is located 0.8 mile (air line) northwest of the settlement known as Rome, on State Highway 12, about 3 miles northeast of Dixie, Escambia County, at the site of an oil well (the wooden derrick of which is still standing), and 100 feet S. 25° W. (mag.) from the center of the derrick. To reach from the crossroads at Rome, take country road north 0.25 mile, turn left (west) past south side of farmhouse and over cattleguard and follow country trail in a general northwesterly direction to well. Station is marked by standard gravity mark.

Elevation of station is 243.7 feet by trigonometric leveling.

U. S. 895, State Line, Ala. (Escambia County, C. I. Aslakson, 1938).—Station is nearly 2½ miles north of the Florida-Alabama State line, and about 3 miles northeast of Dixonville, in the northwest corner of the NE. ¼ NW. ¼ SW. ¼, sec. 24, T. 1 N., R. 10 E., at the site of an oil well owned by the State Line Land & Lumber Co., 237 feet N. 42° W. (mag.) from the wooden derrick of the oil well. Station is marked by a standard gravity mark in concrete post. Mark is 57 feet south of narrow gravel east-and-west road and 44 feet west of the barbed wire fence which bounds the well on the west. To reach from Dixonville Y-intersection, go east-northeast on dirt road for 0.5 mile to T-intersection. Go left or north-northwest for 2.7 miles to end of road at T-intersection. (A church is approximately 200 yards south of intersection.) Turn right or north-northeast for 0.25 mile to T-intersection. Turn right or east-southeast to station and oil well.

Elevation of station is 163.3 feet by spirit leveling.

U. S. 896, Miller Well, Ala. (Conecuh County, C. I. Aslakson, 1938).—Station is located 12 miles southeast of Evergreen, just southwest of State Highway 83, on the property of T. R. Miller Mill Co., 180 yards N. 4° W. (mag.) from Miller Oil Well, and N. 6½° E. (mag.) from chimney of farmhouse. A woods road leads from the main road past the station. The station is 405 feet S. 22° W. (mag.) from the nearest point on center line of State Highway 83 and 15 feet east of woods road. It is marked by a standard gravity mark. To reach from Evergreen, go east from center of town about ½ mile on U. S. Highway 31 to its junction at top of hill with State Highway 83. Turn right on State Highway 83 and follow this road southeast for 11.5 miles to farmhouse on right, crossing a bridge over small creek at 11.2 miles. Turn right at farmhouse, go through gate on west side of house and take field road in a southerly direction about 150 yards to station, which is about 15 feet east of the center line of field road. The station is in a U-shaped clearing with wooded swamp on all sides.

Elevation of station is 205 feet.

U. S. 897, Garrett Well, Ala. (Monroe County, C. I. Aslakson, 1938).—Station is located 1½ miles southeast of the settlement of Old Texas, on State Highway 47, at the site of the Garrett Oil Well, on property of D. C. Garrett, and 12 feet west of capped well. All equipment has been removed from the well. The concrete cap is about 14 inches in diameter and protrudes 2 feet above the surface of the ground. A standard

gravity mark was set in cement in a drill hole in this concrete cap. The well is about ¼ mile southeast of Mr. Garrett's house on the east side of a country road, about 100 feet east of the road and about 75 feet north of a small creek. To reach station from intersection of State Highways 10 and 47 at Awin, go southwest on State Highway 47 for 5.8 miles to cross road at Old Texas. Turn left, or southeast, and go for 0.5 mile to road fork with church on southwest side of intersection. Take right fork and go south 0.85 mile to oil well and station on left side of road.

Elevation of station is 345 feet.

U. S. 898, Wetumpka, Ala. (Elmore County, C. I. Aslakson, 1938).—Station is located 1¼ miles south of the courthouse in Wetumpka, 81 feet west of the center line of State Highway 9, on property belonging to John Crommelin of Wetumpka and leased by him for a service station and grocery store. The station is at the crest of a rise of about 50 feet. A deep ravine is just east of the station, about 100 yards east of the highway. Station is 60 feet north of the service station, and 53 feet S. 70° W. (mag.) from the mark. The mark is a standard gravity reference mark, on the west right-of-way line, 18 feet west of the center line of the highway, about 90 feet south of the right-of-way marker 316 + 03, and 77 feet north of the service station.

Elevation of station is 202 feet.

U. S. 899, Snowdoun, Ala. (Montgomery County, C. I. Aslakson, 1938).—Station is located about 3 miles by road southeast of the railroad station at Snowdoun, just south of the Snowdoun-Ramer road (not State Highway 9 but the old road that leads east and then south out of Snowdoun), very close to section line dividing sections 4 and 9, T. 14 N., R. 18 E., and near the north-south half-section line, at the eastern brow of a hill, 0.80 mile west of the bridge over Ramer Creek, 118 feet south of the center line of the Snowdoun-Ramer road, and 36 feet south of the brick fireplace chimney at the eastern side of a wooden cabin, on land owned by J. P. Robertson of Montgomery. A standard gravity reference mark was set on about the southern right-of-way line of the road, 0.80 mile west of Ramer Creek, and 13 feet south of center line of road. The station is 115 feet S. 46° W. (mag.) from the gravity mark. The oil well is 575 feet N. 85° E. (mag.) from the station, at the foot of the eastern slope of the hill. Nothing remains to indicate the location of the well but some irregular piles of earth. The surface of ground at the oil well is 29 feet below the ground at the gravity station.

Elevation of station is 234 feet by spirit leveling.

U. S. 900, Grady, Ala. (Montgomery County, C. I. Aslakson, 1938).—Station is located in village of Grady, in the northeast part of sec. 25, T. 12 N., R. 18 E., on north side of a road, 244 feet west of center line of Atlantic Coast Line Railroad track, 107 feet north of northwest corner of brick store building, 400 feet (approximate) N. 60° W. (mag.) from the railroad station, approximately ¼ mile south of crossroads (the east-west road leading southwest to Lapine), 41 feet north of a frame cottage, and approximately 0.2 mile S. 25° W. (mag.) from white stucco school building. Mark is a standard gravity reference mark set in top of a concrete post 29 feet S. 24° E. (mag.) from station, 1 foot north of wooden fence, 12 feet north of frame cottage, 244 feet west of center line of railroad track, on property of T. S. Skipper.

Elevation of station is 448.9 feet by spirit leveling.

U. S. 901, Troy, Ala. (Pike County, C. I. Aslakson, 1938).—Station is located in the northern part of Troy, in Ingram's Cottage Camp, on U. S. Highway 231 (State Highway 53), about 100 yards south of the city limits, 180 feet east of the center line of the highway, in the northeast corner of the camp, and 5 feet west of the fence marking the eastern boundary of the camp. A deep ravine which drops off 115 feet in 300 yards is north and east of the station with the break where the steep slope begins about 50 yards east of the station. The station is about 1 mile S. 88° W. (mag.) from the water tank of the Troy Crate & Veneer Co. A standard gravity mark is set near the fence about 4 feet east of the station.

Elevation of station is 560.6 feet by spirit leveling.

U. S. 902, Glenwood, Ala. (Crenshaw County, C. I. Aslakson, 1938).—Station is in the village of Glenwood, on the east side of the Central of Georgia Railroad and west of a dirt road, about 130 feet north-northeast of the railroad depot, in a flat grassy plot. The station is 228 feet N. 48° E. (mag.) from the railway crossing at south end of depot and 226 feet N. 2° E. (mag.) from bench mark Glenwood. Distance normal to center line of track is 72 feet. The station is marked by a standard gravity mark set in a round concrete post projecting about 4 inches above the ground.

Elevation of station is 283.4 feet by spirit leveling.

U. S. 903, Elba, Ala. (Coffee County, C. I. Aslakson, 1938).—Station is located in the western part of Coffee County, 1½ miles north of the town of Elba, and ¾ mile north of the forks of Brantley and Troy roads, on land owned by John Garrnett, in the northwest corner of a small field, about 10 feet south of the

tree line, 288 feet east of the center line of State Highway 15 going to Troy, and approximately 300 feet north of the levee. Station is 121 feet N. 80° E. (mag.) from highway marker 1 + 54.3. A standard gravity mark is set about 4 feet east of the station, in a round concrete form and projects 4 inches above the ground.

Elevation of station is 198.4 feet by spirit leveling.

U. S. 904, Abbeville, Ala. (Henry County, C. I. Aslakson, 1938).—Station is 1.2 miles west of courthouse in Abbeville, on U. S. Highway 241, 105 feet north of center line of the highway, 292 feet N. 38° W. (mag.) from highway marker 534 + 96, and N. 66° W. (mag.) from water tank in Abbeville. The station is on the western slope of the first steep hill west of railway station at Abbeville, about 250 feet northeast of a concrete culvert on the highway, in a clear grassy plot of ground, about 25 feet from south edge of a grove of trees. It is marked by a standard gravity mark, 30 feet N. 5° E. (mag.) from station.

Elevation of station is 416 feet.

U. S. 905, Eufaula, Ala. (Barbour County, C. I. Aslakson, 1938).—Station is in the town of Eufaula, on a vacant lot, about 150 feet south of a Gulf service station, in the first block south of post office and first block west of courthouse, 44 feet west of west side of Orange Street, and 163 feet south of the south curb line of Broad Street. The station mark is a standard gravity mark set in a concrete post 4 inches above ground, 40 feet N. 50½° W. (mag.) from station, at the southeast corner of a one-story red brick building.

Elevation of station is 265.7 feet by spirit leveling.

U. S. 906, Columbus, Ga. (Muscogee County, C. I. Aslakson, 1938).—Station is about 3 miles southeast of Columbus, about 130 yards east of the intersection of U. S. Highway 280, the overpass at the foot of Brown Street, and a paved road leading to Muscogee Junction, about 0.6 mile west of Muscogee Junction, in a flat grassy field 216 feet north of road leading to Muscogee Junction, 135 feet south of small stream, on the property of the Jorden Realty Co., 235 feet east of base of fill of overpass. The mark is a standard gravity reference mark, 127 feet S. 41½° W. (mag.) from station, 5 feet from south bank of a small stream. A concrete culvert in earth fill leading to overpass is 145 feet S. 81° W. (mag.) from mark.

Elevation of station is 241.1 feet by spirit leveling.

U. S. 907, Cusseta, Ga. (Chattahoochee County, C. I. Aslakson, 1938).—Station is located in the southeastern part of Chattahoochee County, 0.7 mile northwest of Cusseta railroad station, on U. S. Highway 280, in a small clearing used as a camp, and 295 feet N. 55° W. (mag.) from a service station on top of the hill above the station. The station is approximately 140 yards N. 74½° W. (mag.) from traverse station Cusseta E and 125 feet southwest of the center line of the highway. A standard gravity mark is set in concrete projecting 6 inches above the ground, 11.0 feet due west of the station.

Elevation of station is 484.4 feet by Beaman arc.

U. S. 908, Richland, Ga. (Stewart County, C. I. Aslakson, 1938).—Station is located in the southern part of the town of Richland, two blocks south of Broad Street and 0.07 mile east of U. S. Highway 280 (State Highway 55), on property belonging to the city of Richland and used for storage purposes by the State Highway Department, about 50 feet south of the second east-west street which is south of Broad Street (the main business street), and about 80 yards west of the westernmost track of the Seaboard Air Line Railroad. From the station a tall concrete coal elevator for loading coal cars on the railroad is about 100 yards northeast. Milepost 39 is about 100 yards southeast. A standard gravity mark in concrete post protruding 6 inches marks the station.

Elevation of station is 581.1 feet by spirit leveling.

U. S. 909, Plains, Ga. (Sumter County, C. I. Aslakson, 1938).—Station is located in the town of Plains, in a small grove of oak trees about 75 yards northwest of the depot, about 50 yards east of the municipal water tank, on land owned by Ross Dean of Plains, 50 feet south of U. S. Highway 280 (Church or Main Street), 142.0 feet west of Thomas Street, and 156.0 feet north of the Seaboard Railroad tracks. Mark is a standard gravity reference mark, located on the south side of U. S. Highway 280, 25 feet south of the center line of the highway, 80 feet west of the center line of Thomas Street, and 20 feet west of the northwest corner of a red brick service station. The station is 65 feet N. 65° E. (mag.) from the mark.

Elevation of station is 501.6 feet by spirit leveling.

U. S. 910, Smithville, Ga. (Lee County, C. I. Aslakson, 1938).—Located in the town of Smithville, on a grassy plot of land owned by the railroad and lying between the railroad and old Leesburg Highway, about 150 yards southeast of the railroad station, 58 feet west of the center line of the old Leesburg Highway, 75 feet east of the east rail of the railroad track, and about 50 yards northeast of railroad water hydrant. Station is marked by a standard gravity reference mark set in the northwest corner of the concrete floor of

the porch on the east side of the railroad warehouse. Gravity station is 88 feet N. 38° W. (mag.) from the mark.

Elevation of station is 332.7 feet by spirit leveling.

U. S. 911, Leesburg, Ga. (Lee County, C. I. Aslakson, 1938).—Station is located in the town of Leesburg, on the right-of-way of the Central of Georgia Railroad, in a tung tree grove, about 100 yards S. 59° E. (mag.) from the southeast corner of the depot, 164 feet S. 47° W. (mag.) from the southwest corner of the courthouse, 114 feet east of the east rail of main track of the railroad, and 50 feet west of a north-south street. Triangulation station Leesburg and traverse station 4 B–56 are on range N. 76° W. (mag.) from station. Station Leesburg is distant 70 feet, and station 4 B–56 is distant 131 feet. Owing to the above two marks being so close to station, no gravity mark was set.

Elevation of station is 256 feet.

U. S. 912, Sylvester, Ga. (Worth County, C. I. Aslakson, 1938).—Station is located in the town of Sylvester, about 0.13 mile south of the Atlantic Coast Line Railroad depot, 185 feet west of the center line of State Highway 33, on the rear lot owned by J. T. Haley of Sylvester and used as a service station and grocery store, about 0.15 mile S. 26° E. (mag.) from the municipal water tank, and due south (mag.) of the courthouse dome, the top just showing at the station over the east edge of the cupola of the roof of a cotton gin, a sheet-metal-covered building. A standard gravity reference mark was placed 161 feet west of the center line of the highway, near the junction of two small drainage ditches. The station is 39 feet S. 40° W. (mag.) from the mark.

Elevation of station is 351 feet.

U. S. 913, Blue Top, N. C. (New Hanover County, A. J. Hoskinson, 1938).—Station is 4 miles east of Wilmington, on U. S. Highway 17, in a tourist camp of the same name, 4.0 miles from St. James Church (Third and Market Streets), 127 feet south of the center line of the highway, and 133 feet S. 67° E. (mag.) from the northeast corner of main building (Pure Oil service station). The station is 92 feet S. 15½° E. (mag.) from a standard gravity reference mark set on the highway right-of-way 32 feet south of the center line of highway.

Elevation of station is 44 feet.

U. S. 914, Castle Hayne, N. C. (New Hanover County, A. J. Hoskinson, 1938).—The station is 0.33 mile east of the crossing at the railroad station in Castle Hayne, on the Hampstead Road, in the yard of the Castle Hayne Colored Baptist church, 48 feet west of the northwest corner of the church, and 70 feet south of the center line of the road. It is marked by a standard gravity mark set in a concrete cylinder, 4 feet due west of the station.

Elevation of station is 25.4 feet by spirit leveling.

U. S. 915, Cape Fear River, N. C. (Pender County, A. J. Hoskinson, 1938).—The station is on State Highway 53 leading from Burgaw to Jacksonville, 4.86 miles east of Burgaw, and 0.35 mile east of the bridge over the northeast Cape Fear River, at the junction of the first woods road east of the river and leading off to the left. The station is 175 feet north of the center line of the highway and 75 feet east of the woods road. It is marked by a standard gravity mark set in top of a concrete cylinder, 10 inches high, 6 feet due east of the station.

Elevation of station is 13 feet.

U. S. 916, Angola, N. C. (Onslow County, A. J. Hoskinson, 1938).—Located on State Highway 53, between the towns of Burgaw and Jacksonville, at the crossroads known as Angola, about 50 feet south of the intersection of the two roads, and about 40 feet east of the north-south road. The station is marked with a standard gravity mark set in a concrete cylinder, 12 inches high, 8 feet due west of the station.

Elevation of station is 91 feet.

U. S. 917, Kellum, N. C. (Onslow County, A. J. Hoskinson, 1938).—Located on U. S. Highway 17 at the village of Kellum, 6 miles northeast of Jacksonville, opposite the fourth telephone pole and 0.13 mile northeast of the railroad station at Kellum, 0.16 mile along road southwest of bridge over North Branch, 99 feet south-southwest of south railroad embankment, 212 feet south-southwest of center line of highway, and 160 feet S. 88° E. (mag.) from milepost 55 W. A standard gravity mark was set in concrete 12 inches above ground, 6 feet due east of the station.

Elevation of station is 44.6 feet by spirit leveling.

U. S. 918, Pikeville, N. C. (Wayne County, A. J. Hoskinson, 1938).—Located on U. S. Highway 117, 1.1 miles south of Fremont, 264 feet west of the center line of the highway, and 66 feet south of a farm road

that leads off from the highway at the south end of the second fill south of Fremont. The station is 83 feet S. 38½° W. (mag.) from a standard gravity reference mark set in a concrete cylinder 12 inches high and about 3 feet north of the north side of the farm road.

Elevation of station is 132.2 feet by spirit leveling.

U. S. 919, Vanceboro, N. C. (Craven County, A. J. Hoskinson, 1938).—Located near the town of Vanceboro, on the ferry road that leaves U. S. Highway 17 at the southeast edge of Vanceboro, 0.22 mile south of the south end of the bridge over Swift Creek, in the first small grove of oak trees south of the creek, 63 feet east of the center line of the road. The station is 31 feet S. 63° E. (mag.) from a standard gravity reference mark set in the top of a concrete cylinder 14 inches high and 32 feet east of the center line of the road.

Elevation of station is 7.3 feet by spirit leveling.

U. S. 920, McConnell, N. C. (Beaufort County, A. J. Hoskinson, 1938).—Located on State Highway 33, 5.9 miles southeast of Chocowinity, at the crossroad where a third road leads off to the south; 145 feet west of the center line of the highway, 46 feet west of the south road, and 182 feet south of the east-west road, on the property of Mr. Gus Edwards. Marked by a standard gravity mark set in concrete cylinder 6 feet due west of the station.

Elevation of station is 30 feet by barometric leveling.

U. S. 921, Slatestone, N. C. (Beaufort County, A. J. Hoskinson, 1938).—Located 7.1 miles east of the town of Washington, on U. S. Highway 264, in a grove of tall pine behind a Shell service station, 282 feet south of the center line of the highway, 83 feet west of the fence line, and about 200 feet northeast of a dirt road. Marked by a standard gravity reference mark set in the top of a concrete cylinder 6 inches high, 77 feet N. 87° E. (mag.) from the station.

Elevation of station is 32.8 feet by spirit leveling.

U. S. 922, Edenton, N. C. (Chowan County, A. J. Hoskinson, 1938).—Located on the grounds of the fish hatchery on the west bank of Pembroke Creek, 41 feet from the water tank bearing N. 49½° E. (mag.), 48 feet south of the center line of the road, and 113 feet west of hatchery building. The tallest tank in Edenton bears S. 88° E. (mag.) from the station. Marked by a standard gravity mark set in concrete flush with the ground, 13 feet west of the station.

Elevation of station is 12.7 feet by spirit leveling.

U. S. 923, Hinson, N. C. (Beaufort County, A. J. Hoskinson, 1938).—Located about 10 miles south of U. S. Highway 64, on the Hinson and Hoke road, at the Norfolk and Southern Railroad crossing, 31 feet south of the south rail, about 35 feet west of a warning signal, and 24 feet west of the center line of the road. Marked by a standard bench mark disk stamped "R 25 1932 46.483" and set in the top of a concrete post projecting 4 inches above ground.

Elevation of station is 46 feet.

U. S. 924, Hertford, N. C. (Perquimans County, R. W. Woodworth, 1938).—Located on U. S. Highway 17 about ½ mile south of Hertford, at southeast corner of the high board fence around the Perquimans County High School athletic field, at the end of the lane leading along the south edge of the field, 0.16 mile east of the highway. Marked by a standard gravity mark set in the top of a concrete post 6 inches high, 18 feet northeast of the station.

Elevation of station is 11 feet.

U. S. 925, South Mills, N. C. (Camden County, R. W. Woodworth, 1938).—Station is located 5.8 miles north on U. S. Highway 17 from bridge over canal in South Mills, 0.2 mile north of north edge of fields of the Canal View Farm, on the fill east of the highway, at a point where the fill has been carried out farther than ordinary, and 45 feet east of the center line, 250 feet N. 9° E. (mag.) from triangulation station Lilly, 1932. Marked by a standard gravity mark set in a concrete post 6 inches high, 4 feet south of the station.

Elevation of station is 11 feet.

U. S. 926, Seaside, Md. (Calvert County, R. W. Woodworth, 1938; W. N. Martin, 1939).—Station is located on west side of Chesapeake Bay, approximately 20 miles (air line) south of Annapolis, in the town of Chesapeake Beach, just north of Seaside Amusement Park. The mark is 1,160 feet N. 86° W. from boardwalk (high water), 230 feet north from center line of an abandoned railroad now used as a road, and 80 feet south from the center line of a salt-water creek. Mark is a standard gravity mark, stamped "SEASIDE 1938" and set in a concrete post projecting 6 inches above the ground. The pendulum apparatus was set in the ground 13 feet S. 68° E. from the mark and at the same elevation.

In 1939 station was recovered as described. A new mark was set 272.4 ft. S. 5° E. from the old station mark. The new mark is on the property of the Chesapeake Hotel Co., on the slope of a small hill, 34 ft. south of the center line of old railroad right-of-way now used as a road, 261 ft. west of the center line (measured parallel with old right-of-way) of new State Highway now under construction, and approximately 1,150 feet west of boardwalk at Seaside Amusement Park.

Elevation of station is 8.7 feet by spirit leveling.

U. S. 927, Hudson, Md. (Dorchester County, R. W. Woodworth, 1938).—Station is located on the east side of Chesapeake Bay, approximately 14 miles in a westerly direction from Cambridge, on the north side of Hills Point Road between Hills Point and Crooks Point, on the southeasterly bank of Brannock Bay, 0.84 mile in a general southwesterly direction from the general store of Alexander Seward at the fork formed by Hills Point and Cason Point Roads. A standard gravity mark, stamped "HUDSON 1938" and set in the top of a concrete post projecting 6 inches above the ground, is 250 feet N. 77° E. of the bend in the road north of home of Granville Dale, 50 feet N. 28° E. from center line of Hills Point Road, and 90 feet S. 28° W. from high-water line of Chesapeake Bay. The pendulum apparatus was set in the ground 39 feet N. 13° E. from the mark.

Elevation of station is 8.4 feet by spirit leveling. Elevation of mark is 8.8 feet.

U. S. 928, Cambridge, Md. (Talbot County, R. W. Woodworth, 1938).—Station is located on the east side of Chesapeake Bay, north of Choptank River in the section known as Bolingbroke, on the west side of the Easton-Cambridge Highway, 3 miles north of Cambridge and 4 miles south of Trappe. From the center of the drawbridge of the Choptank River Bridge, go 1.11 miles N. 38° E. to a curve in the highway, thence 0.46 mile N. 26° E. to a point on the highway opposite the mark. The mark, a standard gravity mark stamped "CAMBRIDGE 1938" and set in the top of a concrete post projecting 6 inches above the ground, is 22 feet N. 68° W. from the center line of highway at this point. The pendulum apparatus was set in the ground 200 feet N. 48° W. from the mark.

Elevation of knife edge was 15.8 feet by spirit leveling. Elevation of mark is 15.8 feet.

U. S. 929, Vienna, Md. (Dorchester County, R. W. Woodworth, 1938).—Station is located north of the town of Vienna, on the west side of U. S. Highway 213, 1.55 miles north along highway from the center of draw of the Nanticoke River Bridge, approximately 600 feet northwest of C.C.C. Camp D-3, on the north edge of a grove of trees, 332 feet N. 83° W. of the center of the Baltimore, Chesapeake & Atlantic Railway culvert at the first branch of the Chicone Creek north of Vienna, and 0.48 mile S. 7° W. of the intersection of said railroad and the old road north of the culvert. Mark is a standard gravity mark stamped "VIENNA 1938" and set in the top of a concrete post projecting 6 inches above the ground. The pendulum apparatus was set in the ground 26 feet N. 10° E. from the mark, at the same elevation.

Elevation of station is 11.7 feet by spirit leveling.

U. S. 930, Salisbury, Md. (Wicomico County, R. W. Woodworth, 1938).—Station is located approximately 1 mile southeast of Salisbury, in the section known as Park Heights, between State Highway 12 and South Park Drive, near the intersection of two sand lanes (one running easterly from State Highway 12 in front of the Nehi Bottling Co. to South Park Drive and the other parallel to and near South Park Drive). The mark, a standard gravity mark stamped "SALISBURY 1938" and set in the top of a concrete post projecting 6 inches above the ground, is in a group of trees, 43 feet N. 65° E. of the center of the intersection of the sand lanes, 25 feet S. 80° E. of center line of lane running from the highway, 73 feet S. 65° W. of center line of South Park Drive, and 0.20 mile N. 32° E. of center of the intersection of the highway and the lane in front of Nehi Bottling Co. The pendulum apparatus was set in the ground, 101 feet S. 60° W. from the mark.

Elevation of knife edge was 32.0 feet by spirit leveling. Elevation of mark is 34.9 feet.

U. S. 931, Snow Hill Landing, Md. (Worcester County, R. W. Woodworth, 1938).—Station is located on the west shore of Chincoteague Bay, approximately 6 miles easterly from the town of Snow Hill, on the former site of the C.C.C. Camp near the Snow Hill Landing. The mark, a standard gravity mark stamped "SNOW HILL LDG. 1938" and set in the top of a concrete post projecting 5 inches above the ground, is 474 feet N. 40° W. from the high-water line (bulkhead) of bay, 717 feet N. 45° E. from center line of Public Landing Road, 198 feet S. 45° E. from center line of the dirt lane which runs parallel to the shoreline, and 76 feet S. 45° W. from the south edge of the marsh. The pendulum apparatus was set in the ground 16 feet N. 80° E. from the mark.

Elevation of station is 5 feet by spirit leveling. Elevation of mark is 5.3 feet.

U. S. 932, Modest Town, Va. (Accomac County, R. W. Woodworth, 1938).—Station is located in Modest Town, approximately 1.4 miles southeasterly from U. S. Highway 13 in Nelsonia, on the westerly side of the

Kegotank Road, in a grove of pine trees in the island formed by a lane circling just off the road, the first lane southerly from the residence of Lee Fosque (colored). The mark, a standard gravity mark stamped "MODEST TOWN 1938" and set in the top of a concrete post projecting 3 inches above the ground, is 0.24 mile S. 45° E. from the fork formed by Modest Town and Kegotank Roads, and 86 feet S. 35° W. from the center line of Kegotank Road. The pendulum apparatus was set in the ground 56 feet N. 88° E. from the mark.

Elevation of knife edge was 30.6 feet by spirit leveling. Elevation of mark is 30.1 feet.

U. S. 933, Willis Wharf, Va. (North Hampton County, R. W. Woodworth, 1938).—Station is located south of the village of Willis Wharf, just south of the creek which runs from the Little Machipongo River at the south edge of town. The mark, a standard gravity mark stamped "WILLIS WHARF 1938" and set in the top of a concrete post projecting 5 inches above the ground, is 0.15 mile S. 20° W. from the bridge over above-mentioned creek, 221 feet S. 50° W. from the fork in the road just south of the bridge, and 12.5 feet N. 60° W. from the center line of the other road which forms the fork. The pendulum apparatus was set in the ground 66 feet S. 35° E. from the mark.

Elevation of knife edge was 6.0 feet by spirit leveling. Elevation of mark is 5.9 feet.

U. S. 934, Kiptopeke, Va. (North Hampton County, R. W. Woodworth, 1938).—Station is located approximately 1½ miles north of the southern extremity of Cape Charles, in the settlement known as Kiptopeke, southeasterly from the railroad station, near the southerly termination of State Highway 186. The mark, a standard gravity mark stamped "KIPTOPEKE 1938" and set in the top of a concrete post projecting 4 inches above the ground, is 424 feet S. 15° E. from the center line of State Highway 186, 46 feet N. 80° E. from the center line of the dirt road east of and parallel to the railroad tracks, and 58 feet N. 80° E. from the easternmost of 4 rails of railroad. The pendulum apparatus was set in the ground 14 feet S. 55° W. from the mark.

Elevation of knife edge was 20.8 feet by spirit leveling. Elevation of mark is 20.5 feet.

U. S. 935, Ocean City, Md. (Worcester County, R. W. Woodworth, 1938).—Station is located north of Ocean City, 0.69 mile northerly from North Fifteenth Street, between the private road which runs to the north and the beach, 0.71 mile N. 30° E. from the city water tank near North Fifteenth Street, 86 feet S. 65° E. from the center line of the private road, 670 feet N. 65° W. from the normal high-water line of the beach, and 350 feet N. 65° W. from the wooden storm-guard fence on the dune line. As a monument placed in the sand wastes would soon be lost, this station was not marked.

Elevation of knife edge was 4.0 feet by spirit leveling.

U. S. 936, Whaleysville, Md. (Worcester County, R. W. Woodworth, 1938).—Station is located in Whaleysville, on the westerly side of Whaleysville Road, 0.5 mile northerly from U. S. Highway 213. The mark, a standard gravity mark stamped "WHALEYSVILLE 1938" and set in the top of a concrete post, projecting 4 inches above the ground, is 218 feet N. 40° W. from the northwesterly corner of the public school (a one-story, red brick structure), and 252 feet S. 80° W. from the center line of Whaleysville Road. The pendulum apparatus was set in the ground 39 feet S. 77° E. from the mark.

Elevation of knife edge was 38.9 feet by spirit leveling. Elevation of mark is 39.5 feet.

U. S. 937, Dagsboro, Del. (Sussex County, R. W. Woodworth, 1938).—Station is located one mile south of the town of Dagsboro and on the westerly side of the Dagsboro-Frankford Highway. The mark, a standard gravity mark stamped "DAGSBORO 1938" and set in the top of a concrete post projecting 3 inches above the ground, is at the northwesterly corner of the grounds of the John M. Clayton school, 4 feet from the northerly fence, 4 feet from the westerly fence, and 590 feet N. 45° W. from the northwesterly corner of the main part of the building. The pendulum apparatus was set in the ground 76 feet S. 5° E. from the mark.

Elevation of knife edge was 29.4 feet by spirit leveling. Elevation of mark is 29.0 feet.

U. S. 938, Lewes, Del. (Sussex County, R. W. Woodworth, 1938).—Station is located on the southerly side of the town of Lewes and just westerly of State Street. The mark, a standard gravity mark stamped "LEWES 1938" and set in the top of a concrete post projecting 6 inches above the ground, is near the northerly property line of the Lewes School, 81.2 feet N. 40° E. from the northwesterly corner and 104.0 feet N. 2° W. from the northeasterly corner of the two-story, red brick building, 283 feet N. 40° W. from the center line of State Street, and 3.0 feet southerly from the above-mentioned property line. The pendulum apparatus was set in the ground 86 feet N. 53° W. from the mark.

Elevation of knife edge was 17.0 feet by spirit leveling. Elevation of mark is 17.0 feet.

U. S. 939, Chester, Pa. (Delaware County, R. W. Woodworth, 1938).—Station is located approximately 2 miles westerly of the city of Chester, in Chester Township, on the northerly side of Chichester Road, between U. S. Highway 322 and Highland Avenue. The mark, a standard gravity mark stamped "CHESTER 1938" and set in the top of a concrete post projecting 6 inches above the ground, is on the easterly property line of the Franklin School (a one-story, red brick structure), 224.5 feet N. 40° E. from the northeasterly corner of the school, and 282 feet N. 10° W. from the center line of Chichester Road. The pendulum apparatus was set in the ground 33 feet S. 25° W. from the mark.

Elevation of knife edge was 95.3 feet by spirit leveling. Elevation of mark is 95.4 feet.

U. S. 940, Bridgeport, N. J. (Gloucester County, R. W. Woodworth, 1938).—Station is located 0.4 mile northerly from the town of Bridgeport, on the easterly side of U. S. Highway 322, 1.50 miles southerly from the ferry slip of the Chester-Bridgeport ferry, and 0.36 mile in a northerly direction along U. S. Highway 322 from its intersection with U. S. Highway 130. The mark, a standard gravity mark stamped "BRIDGEPORT 1938" and set in the top of a concrete post projecting 5 inches above the ground, is 66.0 feet N. 45° E. from the center line of the highway, 147 feet S. 25° E. from the northwesterly corner of an abandoned sand pit and 236 feet N. 75° W. from the southwesterly corner. The pendulum apparatus was set in the ground 39 feet N. 50° E. from the mark.

Elevation of knife edge was 8.5 feet by spirit leveling. Elevation of mark is 8.2 feet.

U. S. 941, Swedesboro, N. J. (Gloucester County, R. W. Woodworth, 1938).—Station is located approximately 3.0 miles southerly from the town of Swedesboro, in Woolwich Township on the farm land of the William String Estate, 1.20 miles S. 25° W. along the main Swedesboro-Harrisonville Road from its junction with the Woodstown Road. The mark, a standard gravity mark stamped "SWEDESBORO 1938" and set in the top of a concrete post projecting 4 inches above the ground, is 789 feet N. 50° E. from the center of intersection of the Swedesboro-Harrisonville Road with the Russell's Mill Road, and 22 feet N. 30° W. from the center line of the latter. The pendulum apparatus was set in the ground 49 feet N. 55° W. from the mark.

Elevation of knife edge was 87.7 feet by spirit leveling. Elevation of mark is 88.5 feet.

U. S. 942, Lincoln, N. J. (Gloucester County, R. W. Woodworth, 1938).—Station is located in South Harrison Township, in the section known as Lincoln, on the property known locally as the "Dual Tract," 1.6 miles easterly from the town of Harrisonville, in a woods on the southwesterly corner of the intersection formed by the Mullica Hill-Alloway Road and the Harrisonville-Franklinville Road. The mark, a standard gravity mark stamped "LINCOLN 1938" and set in the top of a concrete post projecting 4 inches above the ground, is 27.5 feet S. 20° W. from the center line of the latter road, 92 feet N. 70° W. from the center line of the former road, and 97 feet S. 90° W. from their center line intersection. The pendulum apparatus was set in the ground 61.0 feet north (mag.) of the mark.

Elevation of knife edge was 136.2 feet by spirit leveling. Elevation of mark is 135.7 feet.

U. S. 943, Elmer, N. J. (Salem County, R. W. Woodworth, 1938).—Station is located approximately 0.8 mile northwesterly from the town of Elmer, on the westerly side of the Elmer-Mullica Hill Road, on the farm land of Leslie B. Hitchner. The mark, a standard gravity mark stamped "ELMER 1938" and set in the top of a concrete post projecting 2 inches above the ground, is 402 feet N. 83° W. from the center line of the above-mentioned road at a point 817 feet N. 30° W. from its center line intersection with the Elmer-Hardingville Road, on the fence line, 8.0 feet northerly from the center line of the small dirt road which runs through the farm. The pendulum apparatus was set in the ground 78 feet S. 55° E. from the mark.

Elevation of knife edge was 126.7 feet by spirit leveling. Elevation of mark is 125.0 feet.

U. S. 944, Broatmanville, N. J. (Salem County, R. W. Woodworth, 1938).—Station is located approximately 3.0 miles westerly from the town of Broatmanville, on the northerly side of Garden Road which runs from Broatmanville to Palatine, at the northwesterly edge of a clearing, 1.88 miles N. 77° W. along Garden Road from the intersection of three roads called Six Points, and 0.46 mile easterly along Garden Road from the house of F. E. Garten. The mark, a standard gravity mark stamped "BROATMANVILLE 1938" and set in the top of a concrete post flush with the ground, is 130 feet N. 13° E. from the center line of Garden Road. The pendulum apparatus was set in the ground 31 feet S. 25° E. from the mark.

Elevation of knife edge was 98.2 feet by spirit leveling. Elevation of mark is 98.7 feet.

U. S. 945, So. Vineland, N. J. (Cumberland County, R. W. Woodworth, 1938).—Station is located approximately 2 miles southerly from the town of Vineland, in Landis Township, on the westerly side of State Highway 47, on the land of Michael Defalco near the easterly property line. The mark, a standard gravity mark stamped "SO. VINELAND 1938" and set in the top of a concrete post projecting 1 inch above the

ground, is 251.0 feet N. 75° W. from the center line of the highway, and 195.5 feet S. 10° W. from the center line of Elm Road. The pendulum apparatus was set in the ground 133 feet N. 60° W. from the mark.

Elevation of knife edge was 61.9 feet by spirit leveling. Elevation of mark is 60.9 feet.

U. S. 946, Cumberland, N. J. (Cumberland County, R. W. Woodworth, 1938).—Station is located in Landis Township, approximately 3.0 miles southeasterly from the town of Millville, on the northwesterly side of the private road which runs northeasterly from State Highway 47 to the home of Lewis Steelman and the abandoned Tavern Rock sand pit, 0.74 mile northeasterly along the private road from State Highway 47. The mark, a standard gravity mark stamped "CUMBERLAND 1938" and set in the top of a concrete post projecting 7 inches above the ground, is 561 feet S. 60° W. along the private road from the southerly side of the home of Lewis Steelman and 18 feet N. 30° W. from the center line of the road. The pendulum apparatus was set in the ground 61 feet S. 50° E. from the mark.

Elevation of knife edge was 74.1 feet by spirit leveling. Elevation of mark is 74.2 feet.

U. S. 947, Little Neck, N. J. (Cumberland County, R. W. Woodworth, 1938).—Station is located in Down Township, approximately 2.5 miles southwesterly from the town of Newport and approximately 0.72 mile easterly from the Delaware Bay line, 0.20 mile N. 80° W. from the west end of the Newport Neck road, on the property of Albert Page which is known as the "flax farm," and 0.70 mile east from the cottage of Mr. Page on Delaware Bay. The mark, a rivet set in concrete in the top of an 8-inch tile filled and surrounded with concrete with the top marked "7–9, 1937," is 20 feet east of a shed on the farm of Mr. Page. The pendulum apparatus was set in the ground 185 feet N. 70° E. from the mark.

Elevation of knife edge was 4.0 feet by spirit leveling. Elevation of mark is 4.8 feet.

U. S. 948, Port Elizabeth, N. J. (Cumberland County, R. W. Woodworth, 1938).—Station is located in Maurice River Township, in abandoned gravel pit, approximately 2 miles eastward of Port Elizabeth, on the northern side of Weatherby Road, just westward of the West Jersey & Seashore Railroad crossing, 1.24 miles S. 65° E. from county bridge on Weatherby Road across Muskee Creek, 0.29 mile N. 65° W. from the railroad crossing. The mark, a standard gravity mark stamped "PORT ELIZABETH 1938" and set in the top of a concrete post projecting 6 inches above the ground, is 267 feet N. 45° W. from center line of Weatherby Road, 120 feet S. 60° E. from northwestern side of gravel pit, 100 feet N. 85° W. from northeastern side of pit. The pendulum apparatus was set in the ground 53 feet N. 85° E. of the mark.

Elevation of knife edge was 40.8 feet by spirit leveling. Elevation of mark is 39.7 feet.

U. S. 949, So. Seaville, N. J. (Cape May County, R. W. Woodworth, 1938).–Station is located in Dennis Township, approximately 1½ miles eastward of South Dennis and 0.34 mile northward on an old woods road from the road connecting South Dennis and South Seaville at a point 1.41 miles eastward from its intersection with State Highway 49 in South Dennis, and 1.54 miles westward from its intersection with the Clermont road in South Seaville, on southeastern side of woods road. The mark is a standard gravity mark stamped "SO. SEAVILLE 1938" and set in the top of a concrete post projecting 3 inches above the ground. The pendulum apparatus was set in the ground 20 feet S. 65° E. from the mark.

Elevation of knife edge was 17.8 feet by spirit leveling. Elevation of mark is 17.7 feet.

U. S. 950, Woodbine, N. J. (Cape May County, R. W. Woodworth, 1938).—Station is located in State Forest 2¼ miles (air line) N. 77° W. (mag.) from the railroad station in Woodbine, approximately ¾ mile southwest from the highway between Woodbine and Belle Plain, on the south shore of Nummy Lake. The mark, a standard gravity mark stamped "WOODBINE 1938" and set in the top of a concrete post projecting 3 inches above the ground, is 330 yards S. 65° E. (mag.) from the extreme southwest corner of the lake, and 9 yards south of center line of the road along the south side of the lake. An abandoned trail intersects the main road 20 yards east of the mark and passes 10 yards to the southward of the mark. The pendulum apparatus was set in the ground 96 feet N. 71° W. (mag.) from the mark.

Elevation of station is 29.5 feet by spirit leveling.

U. S. 951, Cape May, N. J. (Cape May County, R. W. Woodworth, 1938).—Station is located centrally on Cape May, approximately ¼ mile north of the east-west Atlantic shore, in the town of West Cape May, south of First Avenue between Grant and Congress Avenues. The mark, a standard gravity mark stamped "CAPE MAY 1938" and set in the top of a concrete post projecting 6 inches above the ground, is 106 feet N. 65° W. from the center line of First Avenue, 513 feet S. 25° W. from the center line of Perry Avenue, and 210 feet N. 25° E. from the center line of Grant Avenue. The pendulum apparatus was set in the ground 120 feet N. 70° E. from the mark.

Elevation of knife edge was 3.0 feet by spirit leveling. Elevation of mark is 3.3 feet.

U. S. 952, Avalon, N. J. (Cape May County, R. W. Woodworth, 1938).—Station is located in the town of Avalon on the Atlantic Coast, on the northeastern side of Sixty-fifth Street between Second Avenue and the beach. The mark, a standard gravity mark stamped "AVALON 1938" and set in the concrete curb, is on the northeastern side of Sixty-fifth Street, 390 feet S. 50° E. from the center line of Second Avenue, and 93 feet S. 50° E. from pole 656 of the A.C.E. System. The pendulum apparatus was set up on the concrete sidewalk 12 feet north of the mark.

Elevation of knife edge was 9.2 feet by spirit leveling. Elevation of mark is 7.9 feet.

U. S. 953, Clark's Landing, N. J. (Atlantic County, R. W. Woodworth, 1938).—Station is located approximately 5 miles (air line) northeast of Egg Harbor City, 1 mile southwest of Mullica River, on the northeast side of Clark Landing Road, 0.47 mile along Clark Landing Road from its intersection with the lane leading to Clark Landing, and 1.76 miles along same road from county bridge across Union Creek. The mark, a standard gravity mark stamped "CLARK'S LANDING 1938" and set in the top of a concrete post flush with the ground, is 93 feet N. 45° E. from the center line of road, in an old orchard belonging to Chas. Kauflin. The pendulum apparatus was set in the ground 36 feet S. 45° W. from the mark.

Elevation of knife edge was 15.9 feet by spirit leveling. Elevation of mark is 16.3 feet.

U. S. 954, Manahawkin, N. J. (Ocean County, R. W. Woodworth, 1938).—Station is located in a gravel pit, belonging to the Manahawkin Sand & Gravel Co., Inc., approximately 0.5 mile southwest of State Highway S-40 and 1 mile west of the town of Manahawkin, 0.55 mile along a dirt road from its intersection with State Highway S-40, which intersection is 1.15 miles northwestward along the highway from the intersection of State Highways S-40 and 4 in Manahawkin and 0.71 mile southeastward along the highway from a bridge across Mill Creek. The mark, a standard gravity mark stamped "MANAHAWKIN 1938" and set in the top of a concrete post projecting 4 inches above the ground, is 500 feet S. 10° E. from the center line of the dirt road, 50 feet from the western side of the pit, and 80 feet from the eastern side. The pendulum apparatus was set in the ground 30 feet N. 15° W. from the mark.

Elevation of knife edge was 83.5 feet by spirit leveling. Elevation of mark is 83.5 feet.

U. S. 955, Speedwell, N. J. (Burlington County, R. W. Woodworth, 1938).—Station is located near the intersection of the Eagle-Speedwell Road and the Chatsworth-Speedwell Road at Speedwell. The mark, a standard gravity mark stamped "SPEEDWELL 1938" and set in the top of a concrete post projecting 4 inches above the ground, is 27 feet due south of the center line of the new road from Speedwell to Eagle, 500 feet west of the center line of the macadam road from Speedwell to Chatsworth, and 90 feet N. 30° W. from the northwestern corner of the old Revolutionary house. The pendulum apparatus was set in the ground 20 feet S. 80° E. of the mark.

Elevation of knife edge was 84.8 feet by spirit leveling. Elevation of mark is 85.6 feet.

U. S. 956, Elm, N. J. (Camden County, R. W. Woodworth, 1938).—Station is located in a gravel pit approximately 0.8 mile southwest of Elm, and 0.2 mile northwest of the road connecting Elm and Winslow Junction. Triangulation station Baker 1935 was used as a mark, since the gravel pit occupied is in active use. The mark is a standard triangulation station disk set in the top of a concrete post, located on a low knoll near Winslow Junction, on property of Mrs. Jennie R. Baker, 18 paces west of center line of farm road, and 13 paces south of an 8-inch pine with a triangular blaze. The pendulum apparatus was set in the ground 145 feet N. 50° E. of the triangulation station and 157 feet north of Baker reference mark No. 1.

Elevation of knife edge was 130.2 feet by spirit leveling. Elevation of triangulation station is 139.0 feet.

U. S. 957, Philadelphia, 1938, Pa. (Philadelphia County, R. W. Woodworth, 1938).—Station is located in Franklin Stadium at the University of Pennsylvania, in Philadelphia. The mark, a standard gravity mark stamped "PHILA. 1938" and set flush in the concrete siding, approximately 6 inches above the ground, is at the northern corner of the stadium, 200 yards (paced) N. 20° W. from triangulation station Penn 1933. The pendulum apparatus was set in the ground 136 feet S. 20° W. from the mark and 0.7 foot above it.

Elevation of knife edge was 41 feet by spirit leveling.

U. S. 958, New Lisbon, N. J. (Burlington County, R. W. Woodworth, 1938).—Station is located at New Lisbon, on the south side of the Pennsylvania Railroad track. Bench mark X 20 was used as a mark. It is in the concrete base of a former signal tower, since torn down, about 250 feet eastward from the railroad station. The pendulum apparatus was set in the ground, 96 feet southward from the center line of the main railroad track, 96 feet S. 10° E. from bench mark X 20, 420 feet S. 70° E. from the railroad crossing west of the railroad station, and 15 feet N. 35° W. from a concrete corner post marked "U.S." and projecting approximately 8 inches above the ground.

Elevation of knife edge was 50.1 feet by spirit leveling. Elevation of mark is 49.5 feet.

U. S. 959, Jackson's Mills, N. J. (Ocean County, R. W. Woodworth, 1938).—Station is located in the town of Jackson's Mills, on the westerly side of the road from Jackson's Mills to Lakewood, 270 yards (paced) southeasterly along said road from the main intersection at the lake in Jackson's Mills, behind the Jackson's Mills baseball park, on the property of W. S. Applegate. The mark, a standard gravity mark stamped "JACKSON'S MILLS 1938" and set in the top of a concrete post flush with the ground, is 100 yards (paced) S. 10° W. from the southerly corner of the Applegate grocery and gas station, 129 yards (paced) S. 15° W. from the center line of the road, and 115 yards (paced) S. 52° W. from pole JK8 of the J.C.P. & L. Co. The pendulum apparatus was set in the ground 11 yards (paced) N. 60° W. from the mark.

Elevation of knife edge was 105.7 feet by spirit leveling. Elevation of mark is 105.9 feet.

U. S. 960, Lakewood, N. J. (Ocean County, R. W. Woodworth, 1938).—Station is located in the town of Lakewood, on Ardenwood Avenue between County Line Road and Fourteenth Street. The mark, a standard gravity mark stamped "LAKEWOOD 1938" and set in the top of a concrete post projecting 3 inches above the ground, is 200 feet S. 10° E. from the center line of County Line Road at its intersection with Ardenwood Avenue, 646 feet N. 10° W. from the center line of Fourteenth Street at its intersection with Ardenwood Avenue, and 44 feet S. 80° W. from the center line of Ardenwood Avenue. The pendulum apparatus was set in the ground 24 feet S. 65° E. from the mark.

Elevation of knife edge was 60.6 feet by spirit leveling. Elevation of mark is 60.6 feet.

U. S. 961, Silverton, N. J. (Ocean County, R. W. Woodworth, 1938).—Station is located in the town of Silverton, on the southerly side of Church Road, 0.17 mile S. 65° E. from its intersection with Hooper Avenue (the road from Silverton to Tom's River), on the property of J. E. Gallant. The mark, a standard gravity mark stamped "SILVERTON 1938" and set in the top of a concrete post projecting 5 inches above the ground, is 236 feet S. 10° W. from the center line of Church Road at the easterly gate of the drive leading to the Gallant house, 47 feet N. 75° W. from the 20-inch oak tree in the triangle formed by the driveways, on the west side of the house, and 14 feet S. 35° W. from the center line of the drive leading to the westerly gate on Church Road. The pendulum apparatus was set in the ground 22 feet N. 55° W. from the mark.

Elevation of knife edge was 20.8 feet by spirit leveling. Elevation of mark is 21.0 feet.

U. S. 962, Lavallette, N. J. (Ocean County, R. W. Woodworth, 1938).—Station is located in the town of Lavallette, on the easterly side of Baltimore Avenue, 0.34 mile south along Baltimore Avenue from the Lavallette water tower. The mark, a standard gravity mark stamped "LAVALLETTE 1938" and set in the top of a concrete post projecting 4 inches above the ground, is 303 feet north from the center line of Princeton Avenue at its intersection with Baltimore Avenue, and 31 feet east from the center line of Baltimore Avenue. The pendulum apparatus was set in the gravel road 21 feet N. 85° W. from the mark.

Elevation of knife edge was 6.9 feet by spirit leveling. Elevation of mark is 5.9 feet.

U. S. 963, Keansburg, N. J. (Monmouth County, R. W. Woodworth, 1938).—Station is located on the westerly side of Sandy Hook Bay, in the town of Keansburg, on the northwest corner of the intersection of Hudson Avenue and Mercer Street. The mark, a standard gravity mark stamped "KEANSBURG 1938" and set in the top of a concrete post projecting 1 inch above the ground, is 45 feet S. 80° W. from the center line of Hudson Avenue, and 46 feet N. 10° W. from prolongation of the center line of Mercer Street. The pendulum apparatus was set in the edge of the gravel road 59 feet S. 10° E. from the mark.

Elevation of knife edge was 19.5 feet by spirit leveling. Elevation of mark is 19.9 feet.

U. S. 964, Charleston Springs, N. J. (Monmouth County, R. W. Woodworth, 1938).—Station is located near the village of Charleston Springs, on a dirt road 0.34 mile southerly from the intersection of said road with the Charleston Springs-Clarksburg road, 0.60 mile westerly by road from the intersection of the Charleston Springs-Clarksburg road with the Charleston Springs-Sweetman road at Charleston Springs. The mark, a standard gravity mark stamped "CHARLESTON SPRINGS 1938" and set in the top of a concrete post projecting 1 inch above the ground, is 16 feet N. 80° E. from the center line of the road, 98 feet S. 10° E. from pole 12, and 52 feet N. 10° W. from pole 13. The pendulum apparatus was set in the dirt road 25 feet west of the mark and 0.2 foot below it.

Elevation of station is 205 feet by barometric leveling.

U. S. 965, Etra, N. J. (Middlesex County, R. W. Woodworth, 1938).—Station is located near the village of Etra, approximately 3 miles easterly from Hightstown, approximately 0.5 mile south of State Highway 33, 1.5 miles east of Etra on the county-line road running east from Etra, at its intersection with an old dirt road leading north to the farm of Tony Bruno, said intersection being 0.09 mile easterly of the intersection of the county-line road with the road leading south to Ely's Corner. The mark, a standard gravity mark stamped "ETRA 1938" and set in the top of a concrete post projecting 2 inches above the ground,

is 19 feet north of the center line of the county-line road, and 12 feet west of the center line of the road leading to the Bruno farm. The pendulum apparatus was set in the ground 120 feet N. 15° E. from the mark.

Elevation of knife edge was 118.3 feet by spirit leveling. Elevation of mark is 118.6 feet.

U. S. 966, Grover's Mills, N. J. (Middlesex County, R. W. Woodworth, 1938).—Station is located near the village of Grover's Mills, approximately 2.5 miles easterly from Princeton Junction, 2 miles northerly from Locust Corner, and 4 miles northwesterly from Hightstown, on a dirt road 0.7 mile S. 20° W. from the intersection of said road with the Grover's Mills-Cranbury macadam road, 0.74 mile easterly from its intersection with the road leading north to Plainsboro, just east of the Mercer-Middlesex County and the abandoned Public Service Railroad bridges across Millstone River. The mark, a standard gravity mark stamped "GROVER'S MILLS 1938" and set in the top of a concrete post projecting 2 inches above the ground, is 17 feet N. 70° W. from the center line of the above-mentioned dirt road, and 35 feet N. 20° E. from the center line of a lane leading westerly from said dirt road onto the farm land of J. H. Nostrand. The pendulum apparatus was set in the ground 85 feet S. 85° W. from the mark.

Elevation of knife edge was 91.5 feet by spirit leveling. Elevation of mark is 95.3 feet.

U. S. 967, Bordentown, N. J. (Burlington County, R. W. Woodworth, 1938).—Station is located approximately 1.5 miles easterly from the Delaware River and 1.7 miles northeasterly from the city of Bordentown, in the locality known as Bordentown Heights, at the southerly property line of Mrs. Emmaline McCue. The mark, a standard gravity mark stamped "BORDENTOWN 1938" and set in the top of a concrete post projecting 4 inches above the ground, is 521 feet S. 60° W. from the center of intersection of State Highway 25 and the old Bordentown-Yardville Road, 173 feet N. 50° W. from the center line of the highway, 365 feet S. 30° E. from the center line of the single track of the Pennsylvania Railroad (Camden-Amboy Division), and 31.5 feet N. 30° W. from the center line of the old Bordentown-Yardville Road. The pendulum apparatus was set in the ground 165 feet N. 10° E. from the mark at the same elevation.

Elevation of knife edge was 56.7 feet by spirit leveling.

U. S. 968, Skillman, N. J. (Somerset County, R. W. Woodworth, 1938).—Station is located in the town of Skillman, 0.3 mile northwesterly from the railroad station, on the farmland of John D'Annunzio, on the dividing line of two fields, on the westerly side of Fairview Avenue. The mark, a standard gravity mark stamped "SKILLMAN 1938" and set in the top of a concrete post projecting 5 inches above the ground, is 501 feet N. 85° W. from the center line of Fairview Avenue at a point 345 feet S. 5° W. from the first bend in Fairview Avenue north of Skillman Avenue, from which bend the mark is 604 feet S. 60° W. The pendulum apparatus was set in the ground 49 feet S. 55° E. from the mark.

Elevation of knife edge was 140.4 feet by spirit leveling. Elevation of mark is 141.3 feet.

U. S. 969, Rocky Hill, N. J. (Somerset County, R. W. Woodworth, 1938).—Station is located 2 miles northerly from the town of Princeton, in the locality known as Rocky Hill, on the westerly side of State Highway 31, and on the northerly side of the Mt. Rose-Rocky Hill Road. The mark, a standard gravity mark stamped "ROCKY HILL 1938" and set in the top of a concrete post projecting 4 inches above the ground, is in a line of trees which marks the westerly property line of Mr. Essaiye Bahadurian, 1,170 feet S. 80° W. from the center of intersection of State Highway 31 and the Mt. Rose-Rocky Hill Road, and 296 feet N. 10° W. from the center line of latter. The pendulum apparatus was set in the ground 59 feet N. 75° E. from the mark.

Elevation of knife edge was 165.8 feet by spirit leveling. Elevation of mark is 166.5 feet.

U. S. 970, Plainville, N. J. (Somerset County, R. W. Woodworth, 1938).—Station is located approximately midway between the towns of Princeton and Somerville, one mile westerly from the Belle Mead railroad station, in the locality formerly known as Plainville, northerly from the Belle Mead-Neshanic Road, and on the westerly side of the Old Stryker-Stout Road (first road westerly from the railroad). The mark, a standard gravity mark stamped "PLAINVILLE 1938" and set in the top of a concrete post projecting 4 inches above the ground, is 280 feet N. 23° E. from the center of the junction of the Belle Mead-Neshanic Road and the Stryker-Stout Road, and 15.5 feet N. 70° W. from the center line of the latter. The pendulum apparatus was set in the ground 43 feet N. 85° E. from the mark.

Elevation of knife edge was 114.5 feet by spirit leveling. Elevation of mark is 114.4 feet.

U. S. 971, Woods Tavern, N. J. (Somerset County, R. W. Woodworth, 1938).—Station is located approximately 4 miles southerly (air line) from the town of Somerville, on the easterly side of State Highway 31, 0.56 mile northerly from the intersection of State Highway 31 and the Amwell Road, in the locality known as Woods Tavern. The mark, a standard gravity mark stamped "WOODS TAVERN 1938" and set in the top of a concrete post projecting 1 inch above the ground, is 285 feet S. 15° E. from the center line of the

highway, 21 feet N. 20° E. from the center line of a dirt road which runs easterly (to the locality known as Hamilton) from the highway, just southerly of the "Amwell Farms" Inn, and 536 feet S. 70° E. from the center of the junction of the latter roads. The pendulum apparatus was set in the ground 95 feet N. 40° E. from the mark.

Elevation of knife edge was 84.4 feet by spirit leveling. Elevation of mark is 86.6 feet.

U. S. 972, Sandoval, Ill. (Marion County, R. W. Woodworth, 1938).—Station is located north of the town of Sandoval, 0.44 mile northerly from the Illinois Central Railroad station, between the railroad and U.S. Highway 51. The mark, a standard gravity mark stamped "SANDOVAL 1938" and set in the top of a concrete post projecting 8 inches above the ground, is on the westerly prolongation of U.S. Highway 50 across U.S. Highway 51, on the line of brush which divides two large fields, 673 feet due east of the center line of the railroad tracks, and 688 feet due west of the center line of U.S. Highway 51. The pendulum apparatus was set in the ground 174 feet N. 10° E. from the mark.

Elevation of knife edge was 511.8 feet by spirit leveling. Elevation of mark is 511.7 feet.

U. S. 973, Columbia, Mo. (Boone County, R. W. Woodworth, 1938).—Station is located approximately 0.8 mile southerly from the business center of the town of Columbia, on the grounds of the University of Missouri, on the southerly side of Stadium Road near the northerly side of the Observatory (which is on the golf links, easterly from the stadium and southerly across the road from the new automobile parking area). The mark, a standard gravity mark stamped "COLUMBIA 1938" and set in the top of a concrete post projecting 1 inch above the ground, is at the angle formed by the main building and wing, 177 feet S. 5° E. from the center line of Stadium Road, 5.3 feet north from the northerly side of the building, and 5.3 feet east from easterly side of the wing. The pendulum apparatus was set in the ground 408 feet due north of the mark.

Elevation of knife edge was 747.3 feet by spirit leveling. Elevation of mark is 738.8 feet.

U. S. 974, Seneca, Kans. (Nemaha County, R. W. Woodworth, 1938).—Station is located in Richmond Township, approximately 2 miles northeasterly from the town of Seneca, on the easterly side of State Highway 63, near a fence line 0.55 mile N. 10° W. from the center of the junction of State Highway 63 and U. S. Highway 36. The mark, a standard gravity mark stamped "SENECA 1938" and set in the top of a concrete post projecting 1 inch above the ground, is 28 feet N. 80° E. from the center line of State Highway 63, 20 feet southerly from the center line of the entrance to a field, and 4 feet westerly from the fence line. The pendulum apparatus was set in the ground 271 feet N. 65° E. from the mark.

Elevation of knife edge was 1,084.0 feet by spirit leveling. Elevation of mark is 1,084.5 feet.

U. S. 975, Zeandale, 1938, Kans. (Riley County, R. W. Woodworth, 1938).—Station is located in the town of Zeandale near the Chicago, Rock Island & Pacific Railroad station. The mark, a standard gravity mark stamped "ZEANDALE 1938" and set in the top of a concrete post flush with the ground, is in a fence line, 371 feet S. 80° E. from the southeasterly corner of the railroad station, 196 feet N. 10° W. from the center line of 2 sets of railroad tracks, and 496 feet N. 80° E. from the center line of the main road through Zeandale. The old station of 1922 is 1,000 feet S. 30° W. (See recovery note for gravity station U.S. 297.) The pendulum apparatus was set in the ground 34 feet N. 10° W. from the mark.

Elevation of knife edge was 1,007.1 feet by spirit leveling. Elevation of mark is 1,006.6 feet.

U. S. 976, Wellington, Kans. (Sumner County, R. W. Woodworth, 1938).—Station is at the northeasterly edge of the City of Wellington, near the junction of U. S. Highway 81 and State Highway 160, on the property of The Pine Lodge Tourist Camp, near the northwesterly corner of the property. The mark, a standard gravity mark stamped "WELLINGTON 1938" and set in the top of a concrete post projecting 1 inch above the ground, is 330 feet N. 10° W. from the center line of State Highway 160, 185 feet N. 80° E. from the center line of U. S. Highway 81, and 14 feet southeasterly from the southeasterly corner of the garage of Mrs. G. E. Ward. The pendulum apparatus was set in the ground 124 feet N. 80° E. from the mark.

Elevation of knife edge was 1,229.7 feet by spirit leveling. Elevation of mark is 1,234.2 feet.

U. S. 977, Caney, Okla. (Atoka County, R. W. Woodworth, 1938).—Station is located approximately 1 mile northeasterly from the town of Caney, on the George Howard farm, on the easterly side of U. S. Highway 75, near the southeast corner of T. 3 S., R. 10 E., 0.47 mile easterly along a dirt road from the railroad overpass No. 620.7 (Missouri, Kansas & Texas Railway). The mark, a standard gravity mark stamped "CANEY 1938" and set in a concrete post projecting 3 inches above the ground, is 705 feet S. 85° W. from the township corner mentioned and 14 feet north from the center line of the dirt road. The pendulum apparatus was set in the ground 83 feet N. 5° W. from the mark.

Elevation of knife edge was 506.4 feet by spirit leveling. Elevation of mark is 506.0 feet.

U. S. 978, Tushka, Okla. (Atoka County, R. W. Woodworth, 1938).—Station is located approximately 5 miles southwesterly from the town of Atoka and 2 miles northwesterly from the town of Tushka, near the northeast corner of T. 3 S., R. 10 E., 2.08 miles west along a dirt road from its intersection with U. S. Highway 75, which is 0.82 mile northerly from the town of Tushka. The mark, a standard gravity mark stamped "TUSHKA 1938" and set in the top of a concrete post projecting 4 inches above the ground, is 24.5 feet from the center line of the road and 23.0 feet S. 40° W. from the marker at the township corner mentioned, which consists of a 4-inch iron pipe projecting 1.3 feet above the ground with a cross formed by small bronze rods near its top. The pendulum apparatus was set in the ground 43 feet S. 40° W. from the mark.

Elevation of knife edge was 633.9 feet by spirit leveling. Elevation of mark is 633.8 feet.

U. S. 979, Dandridge, Okla. (Atoka County, R. W. Woodworth, 1938).—Station is located approximately 10 miles southerly from the town of Atoka and 6 miles easterly from the town of Caney, in the SE ¼ sec. 35, T. 3 S., R. 11 E., near the fence line of the property of J. E. Dandridge, at the northwest corner of the intersection known as the Dandridge Crossroads. The mark, a standard gravity mark stamped "DANDRIDGE 1938" and set in the top of a concrete post projecting 3 inches above the ground, is 94 feet west from the center line of the Atoka-Bentley Road, 19 feet north from the center line of the Caney Road, and 95 feet N. 80° W. from the intersection of the two center lines. The pendulum apparatus was set in the ground 14 feet N. 80° W. from the mark.

Elevation of knife edge was 620.8 feet by spirit leveling. Elevation of mark is 621.0 feet.

U. S. 980, Atoka, Okla. (Atoka County, R. W. Woodworth, 1938).—Station is located approximately 5 miles southeasterly from the town of Atoka, on the property of Mary Livingston, in the NW ¼ sec. 6, T. 3 S., R. 12 E., in the woods on the southeasterly side of the northerly winding wagon road which is a continuation of the road marking the north-south township line. The mark, a standard gravity mark stamped "ATOKA 1938" and set in the top of a concrete post projecting 4 inches above the ground, is 220 feet east of the fence of H. L. Darst at a point 755 feet north of the center line of the road which follows the east-west half-section line, and 33 feet S. 40° E. from the center line of the wagon road. The pendulum apparatus was set in the ground 28 feet S. 15° W. from the mark.

Elevation of knife edge was 629.4 feet by spirit leveling. Elevation of mark is 629.5 feet.

U. S. 981, Boggy Depot, Okla. (Atoka County, R. W. Woodworth, 1938).—Station is located approximately 3 miles northerly from the town of Boggy Depot, on the farmland of J. W. Sartin, in the SE ¼ sec. 31, T. 2 S., R. 10 E., 0.27 mile north from the ditch which marks the township line at a point 0.66 mile east of the northwest corner marker of T. 3 S., R. 10 E. The mark, a standard gravity mark stamped "BOGGY DEPOT 1938" and set in the top of a concrete post projecting 5 inches above the ground, is 800 feet east from the ditch along the north-south half-section line and 750 feet N. 50° W. from a tributary of Clear Boggy Creek. The pendulum apparatus was set in the ground 356 feet north of the mark.

Elevation of knife edge was 536.3 feet by spirit leveling. Elevation of mark is 534.2 feet.

U. S. 982, Voca, Okla. (Atoka County, R. W. Woodworth, 1938).—Station is located approximately 5.5 miles westerly from the town of Caney, in the locality known as Voca, in the NE ¼ sec. 1, T. 4 S., R. 9 E., just westerly from Voca School District 25, on the southwesterly corner of the intersection of the Caney-Coleman Road and the road to Boggy Depot. The mark, a standard gravity mark stamped "VOCA 1938" and set in the top of a concrete post projecting 6 inches above the ground, is 326 feet south of the center line of the Caney-Coleman Road, 354 feet west of the center line of the road to Boggy Depot, and 521 feet S. 45° W. from the southwest corner marker of T. 3 S., R. 10 E., which consists of a 4-inch iron pipe with a bronze cap. The pendulum apparatus was set in the ground 117 feet north of the gravity mark.

Elevation of knife edge was 694.6 feet by spirit leveling. Elevation of mark is 693.2 feet.

U. S. 983, Franklin, Okla. (Bryan County, R. W. Woodworth, 1938).—Station is located approximately 4.5 miles northerly from the town of Caddo, at the boundary line of Atoka and Bryan Counties, on the land of Mr. Reeves, in the NW ¼ sec. 6, T. 5 S., R. 11 E., at a fence corner on the southeasterly corner of the intersection of the two lanes which follow the township and county lines. The mark, a standard gravity mark stamped "FRANKLIN 1938" and set in the top of a concrete post projecting 2 inches above the ground, is 29.7 feet S. 45° E. from the northwest corner marker of T. 5 S., R. 11 E., 10 feet east of the center line of the lane along the north-south township line, 18 feet south of the center line of the lane along the east-west county line, and 24¼ feet S. 75° W. from the southwest corner marker of T. 4 S., R. 11 E. The pendulum apparatus was set in the ground 188 feet N. 75° W. from the mark.

Elevation of knife edge was 649.4 feet by spirit leveling. Elevation of mark is 647.4 feet.

U. S. 984, Matoy, Okla. (Atoka County, R. W. Woodworth, 1938).—Station is located approximately 3 miles northwesterly from the town of Matoy, just north of the boundary line of Atoka and Bryan Counties, on the land of Ray Thornley, in the SW ¼ sec. 31, T. 4 S., R. 12 E., on the easterly side of the only road running in a northerly direction in this vicinity. The mark, a standard gravity mark stamped "MATOY 1938" and set in the top of a concrete post projecting 3 inches above the ground, is 526 feet N. 25° W. from the center line of the Thornley driveway, 22 feet N. 65° E. from the center line of the road, 79.0 feet S. 80° E. from a small abandoned house, and 2.5 feet west of a fence. The pendulum apparatus was set in the ground 44 feet S. 70° W. from the mark.

Elevation of knife edge was 617.6 feet by spirit leveling. Elevation of mark is 617.9 feet.

U. S. 985, Banty, Okla. (Bryan County, R.W.Woodworth, 1938).—Station is located in the locality known as Banty, in the SE ¼ sec. 36, T. 5 S., R. 11 E., at the Banty Crossroads, on the property of Banty School District 17. The mark, a standard gravity mark stamped "BANTY 1938" and set in the top of a concrete post projecting 2 inches above the ground, is 89.5 feet S. 45° E. from the southwesterly corner of the school building, 84.7 feet S. 5° W. from the southeasterly corner, 41 feet north of the center line of the road along the east-west township line, and 213.5 feet N. 85° W. from the southeast corner of T. 5 S., R. 11 E. which is marked by a 4-inch iron pipe with battered top. The pendulum apparatus was set in the ground 281 feet S. 5° E. from the gravity mark.

Elevation of knife edge was 715.7 feet by spirit leveling. Elevation of mark is 718.3 feet.

U. S. 986, Pritchard, Okla. (Bryan County, R. W. Woodworth, 1938).—Station is located approximately 2.2 miles southerly from the locality known as Pritchard, in the SW ¼ sec. 31, T. 5 S., R. 11 E., on the road along the east-west township line, 0.62 mile westerly from the Pritchard-Bokchito Road, and 2,050 feet east of the southwest corner marker of T. 5 S., R. 11 E. The mark, a standard gravity mark stamped "PRITCHARD 1938" and set in the top of a concrete post projecting 5 inches above the ground, is 775 feet east from the dry stream bed in a ravine, 195 feet S. 75° W. from the southwesterly fence corner of Walter Attaway, and 22 feet north of the center line of the road. The pendulum apparatus was set in the ground 76 feet S. 50° W. from the mark.

Elevation of knife edge was 620.7 feet by spirit leveling. Elevation of mark is 622.5 feet.

U. S. 987, Armstrong, Okla. (Bryan County, R. W. Woodworth, 1938).—Station is located approximately 4.3 miles southerly from the town of Caddo, 1.7 miles northeasterly from the locality known as Armstrong, and 0.7 mile southeasterly from U. S. Highway 75, in the SE ¼ sec. 36, T. 5 S., R. 9 E. The mark, a standard gravity mark stamped "ARMSTRONG 1938" is in the top of the westerly head wall of a concrete culvert, 1.9 feet north of the southerly end of the wall, 812 feet N. 10° W. from the center of the intersection of the two roads which follow the north-south and east-west township lines, and 13.5 feet west of the center line of the north-south road. The pendulum apparatus was set in the ground 223 feet S. 70° W. from the mark.

Elevation of knife edge was 633.9 feet by spirit leveling. Elevation of mark is 631.0 feet.

U. S. 988, Caddo, Okla. (Bryan County, R. W. Woodworth, 1938).—Station is located approximately 3.5 miles northwesterly from the town of Caddo, at the boundary line of Atoka and Bryan Counties, on the old A. E. Boydstun farm, 0.3 mile northeasterly from the house, in the NW ¼ sec. 6, T. 5 S., R. 10 E. The mark, a standard gravity mark stamped "CADDO 1938" and set in the top of a concrete post projecting 2 inches above the ground, is 620 feet S. 80° E. from the southeast corner marker of T. 4 S., R. 9 E. (a 4-inch iron pipe with a bronze cap), 272 feet S. 20° E. from the southeasterly corner of the house of Mary Jones, and 200 feet S. 70° E. from the center line of the road running northerly to the Jones house. The pendulum apparatus was set in the ground 23 feet N. 45° E. from the mark.

Elevation of knife edge was 658.6 feet by spirit leveling. Elevation of mark is 658.2 feet.

U. S. 989, Cobb, Okla. (Bryan County, R. W. Woodworth, 1938).—Station is located approximately 1 mile southwesterly from the town of Cobb, 0.3 mile westerly from State Highway 22, in the SE ¼ sec. 36, T. 5 S., R. 8 E., 1,360 feet west from the southwest corner marker of T. 5 S., R. 9 E. The mark, a standard gravity mark stamped "COBB 1938" and set in the top of a concrete post projecting 4 inches above the ground, is 26.5 feet north of the center line of the road along the east-west township line and 45.0 feet west of the center line of the road which runs north at the quarter-section line. The pendulum apparatus was set in the ground 215 feet N. 5° E. from the mark.

Elevation of knife edge was 649.3 feet by spirit leveling. Elevation of mark is 645.2 feet.

U. S. 990, Kenefick, Okla. (Atoka County, R. W. Woodworth, 1938).—Station is located approximately 2.5 miles northwesterly from the town of Kenefick, on the westerly fence line of the Swinney farm, in the SW ¼ sec. 31, T. 4 S., R. 9 E. The mark, a standard gravity mark stamped "KENEFICK 1938" and set

in the top of a concrete post, is 479 feet S. 15° E. from the southeasterly corner of the house of Mrs. Frederick Booker, 294 feet north from the northeasterly corner of a small house just south of a stream gorge, and 5 feet east of the center line prolonged of the road past the Booker house. To reach the mark from the northwest corner marker of T. 5 S., R. 9 E. (a 4-inch iron pipe with a bronze cap), go 1,140 feet N. 50° E. thence 1,022 feet N. 70° E. The pendulum apparatus was set in the ground 38 feet S. 85° W. from the gravity mark.

Elevation of knife edge was 649.8 feet by spirit leveling. Elevation of mark is 650.7 feet.

U. S. 991, Kerens, Tex. (Navarro County, R. W. Woodworth, 1939).—Station is located at the northerly edge of the town of Kerens. The mark, a standard gravity mark stamped "KERENS 1939" and set in the top of a concrete post projecting 4 inches above the ground, is 33 feet N. 20° W. from the center line of Third Street, 88 feet N. 70° E. from the center line of Humphrey Avenue, 300 feet S. 70° W. from the center line of Sloss Street, and 64.0 feet north of the northeasterly corner of the main building of the Kerens Co-operative Gin Co. The pendulum apparatus was set in the ground 67 feet S. 45° E. from the mark and 0.2 foot above it.

Elevation of knife edge was 368.7 feet by spirit leveling.

U. S. 992, Marlin, Tex. (Falls County, R. W. Woodworth, 1939).—Station is located in the town of Marlin, on the southerly side of Live Oak Street, 0.85 mile easterly from the county courthouse, on the grounds of The Woodward Courts tourist apartments, just southerly from the driveway which runs in an east-west direction through the property. The mark, a standard gravity mark stamped "MARLIN 1939" and set in the top of a concrete post projecting 1 inch above the ground, is 213 feet S. 10° E. from the center line of Live Oak Street, 108 feet N. 80° E. from the center line of King Street, and 38.6 feet S. 25° E. from the southeasterly corner of Cottage No. 7. The pendulum apparatus was set in the ground 34 feet S. 75° W. from the mark and 0.1 foot below it.

Elevation of knife edge was 395.3 feet by spirit leveling.

U. S. 993, Taylor, 1939, Tex. (Williamson County, R. W. Woodworth, 1939).—Station is located at the northerly edge of the town of Taylor, on the grounds of the Municipal Park on the westerly side of the lake and just southerly from Lake Drive. The mark, a standard gravity mark stamped "TAYLOR 1939" and set in the top of a concrete post projecting 2 inches above the ground, is at the westerly edge of a hedge, 403 feet N. 5° W. from the northeasterly corner of the building named "Memorial Hall," 413 feet N. 10° E. from the northeasterly fence corner of the athletic field, 259 feet S. 25° E. from the center line of Lake Drive, and 31 feet N. 75° W. from the center line of the most westerly drive in the park. The pendulum apparatus was set in the ground 42 feet S. 20° E. from the mark.

Elevation of knife edge was 569.9 feet by spirit leveling. Elevation of mark is 568.9 feet.

U. S. 994, Mason, Tex. (Mason County, R. W. Woodworth, 1939).—Station is located in the town of Mason, on the southerly side of El Paso Street, 0.5 mile westerly from the county courthouse, on the property leased by A. M. Harkey between Avenues E and F. The mark, a standard gravity mark stamped "MASON 1939" and set in the top of a concrete post projecting 2 inches above the ground, is on a fence line 31 feet S. 10° E. from the center line of El Paso Street, 0.13 mile N. 80° E. from Avenue F, 370 feet S. 80° W. from the center line of Avenue E, and 281.5 feet S. 85° W. from the northwesterly corner of the house of A. M. Harkey. The pendulum apparatus was set in the ground 16 feet N. 65° W. from the mark.

Elevation of knife edge was 1,574.5 feet by spirit leveling. Elevation of mark is 1,574.4 feet.

U. S. 995, Brownwood, Tex. (Brown County, R. W. Woodworth, 1939).—Station is located approximately 0.7 mile northerly from the town of Brownwood, on the northwesterly side of U. S. Highway 67, on the southerly side of Pecan Bayou, at the southerly corner of the grounds of the State Highway Roadside Park. The mark, a standard gravity mark stamped "BROWNWOOD 1939" and set in the top of a concrete post projecting 2 inches above the ground, is 535 feet S. 45° W. from the southwesterly end of the northwesterly head wall of the bridge over Pecan Bayou, 235 feet S. 40° E. from the southerly bank of the bayou, 57 feet N. 40° W. from the center line of the Highway, and 4.5 feet from the southerly corner of the park wall. The pendulum apparatus was set in the ground 128 feet N. 10° E. from the mark.

Elevation of knife edge was 1,333.0 feet by spirit leveling. Elevation of mark is 1,332.3 feet.

U. S. 996, San Angelo, Tex. (Green County, R. W. Woodworth, 1939).—Station is located approximately 1 mile northeasterly from the town of San Angelo, on the easterly side of U. S. Highway 67, on the tract of land known as the "Avondale Addition," near the northwesterly corner. The mark, a standard gravity mark stamped "SAN ANGELO 1939" and set in the top of a concrete post projecting 1 inch above the ground, is 641 feet N. 75° E. from the center line of U. S. Highway 67, 489 feet N. 90° E. from the south-

easterly corner of the bungalow owned by J. A. Green, and 38 feet S. 15° E. from the center line of Magnolia Street. The pendulum apparatus was set in the ground 47 feet S. 25° W. from the mark.

Elevation of knife edge was 1,866.6 feet by spirit leveling. Elevation of mark is 1,866.7 feet.

U. S. 997, Big Lake, Tex. (Reagan County, R. W. Woodworth, 1939).—Station is located approximately 0.7 mile westerly from the town of Big Lake and just northerly from U. S. Highway 67, on the easterly side of the road known as Drovers Lane which is used in driving live stock to the railroad stock pens. The mark, a standard gravity mark stamped "BIG LAKE 1939" and set in the top of a concrete post projecting 3 inches above the ground, is 810 feet N. 13° W. from the center line of U. S. Highway 67, 37 feet N. 75° E. from the center line of Drovers Lane, and 1 foot from the easterly fence line. The pendulum apparatus was set in the ground 16 feet N. 50° W. from the mark.

Elevation of knife edge was 2,697.9 feet by spirit leveling. Elevation of mark is 2,697.9 feet.

U. S. 998, Sierra Blanca, Tex. (Hudspeth County, R. W. Woodworth, 1939).—Station is located in the town of Sierra Blanca, on the easterly side of Archie Street, and northeasterly from the railroad station, on the property of Mrs. L. B. Caruthers. The mark, a standard gravity mark stamped "SIERRA BLANCA 1939" and set in the top of a concrete post projecting 1 inch above the ground, is on a fence line, 483 feet N. 10° E. from the center line of the Texas & Pacific Railway main line tracks, 274 feet S. 75° E. from the center line of Archie Street, and 220 feet N. 70° E. from the northeasterly corner of the Methodist Church. The pendulum apparatus was set in the ground 84 feet S. 65° E. from the mark and at the same elevation.

Elevation of station is 4,502.2 feet by spirit leveling.

U. S. 999, Gila, N. Mex. (Grant County, R. W. Woodworth, 1939).—Station is located approximately 13 miles northwesterly along U. S. Highway 290 from the town of Silver City, just easterly from the junction of the road to Tyrone and Lordsburg, in the SW ¼ sec. 35, T. 17 S., R. 16 W., on the land of the MacMillan Ranch. The mark, a standard gravity mark stamped "GILA 1939" and set in the top of a concrete post projecting 6 inches above the ground, is 91 feet S. 50° E. from the junction of U. S. Highway 290 and the road to Tyrone and Lordsburg, 60 feet S. 10° W. from the center line of U. S. Highway 290, 77 feet S. 80° E. from the center line of the Tyrone and Lordsburg Road, and 785 feet S. 80° E. from U. S. Geological Survey bench mark 4980. The pendulum apparatus was set in the ground 125 feet S. 15° E. from the mark.

Elevation of knife edge was 4,991.1 feet by spirit leveling. Elevation of mark is 4,991.9 feet.

U. S. 1000, Bowie, Ariz. (Cochise County, R. W. Woodworth, 1939).—Station is located in the town of Bowie, at the southerly end of Main Street, in the NE ¼ sec. 9, T. 13 S., R. 28 E. The mark, a standard gravity mark stamped "BOWIE 1939" and set in the top of a concrete post projecting 2 inches above the ground, is 317 feet S. 28° E. from the southeasterly corner of the Bowie Grammar School Building, 179 feet S. 8° W. from the southwesterly corner of the bungalow of Charles Bolls, 53 feet N. 90° E. from the center line of Main Street, and 5 feet southeasterly from a fence corner. The pendulum apparatus was set in the ground 100 feet S. 75° W. (across the street) from the mark.

Elevation of knife edge was 3,771.7 feet by spirit leveling. Elevation of mark is 3,771.2 feet.

U. S. 1001, Elgin, Ariz. *(Santa Cruz County, R. W. Woodworth, 1939).—Station is located approximately* 0.6 mile northerly from the town of Elgin, on the easterly side of the road which runs from the town to State Highway 82, in the NE ¼ sec. 29, T. 20 S., R. 18 E., 0.50 mile northerly along the above-mentioned road from its intersection with the Southern Pacific Railway. The mark, a standard gravity mark stamped "ELGIN 1939" and set in the top of a concrete post projecting 4 inches above the ground, is 450 feet S. 20° E. from the second bend in the road northerly from the railroad, on the westerly fence line of the Goforth Ranch, 137 feet N. 13° W. from the southwesterly fence corner, 137 feet east from the center line of the road, and 116 feet S. 55° W. from an old well. The pendulum apparatus was set in the ground 9 feet S. 70° W. from the mark.

Elevation of knife edge was 4,772.8 feet by spirit leveling. Elevation of mark is 4,772.9 feet.

U. S. 1002, Fort Huachuca, Ariz. (Cochise County, R. W. Woodworth, 1939).—Station is located on the Fort Huachuca Military Reservation, just southerly from the railroad station, at the northwesterly corner of a parade ground, southeasterly from the junction of Winrow Road and Mizner Avenue. Triangulation station Fort Huachuca was used as the mark, and is 81 feet S. 30° W. from the center line of Winrow Road, 42 feet S. 60° E. from the center line of Mizner Avenue, and 6.6 feet S. 60° E. from the easterly edge of the concrete sidewalk. The mark consists of a concrete post, projecting 1 inch above the ground, with a standard triangulation station disk stamped "FORT HUACHUCA 1938" set in its top. The pendulum apparatus was set in the ground 475 feet S. 45° E. from the mark.

Elevation of knife edge was 4,996.4 feet by spirit leveling. Elevation of mark is 4,997.0 feet.

U. S. 1003, Eloy, Ariz. (Pinal County, R. W. Woodworth, 1939).—Station is located 2.7 miles southeasterly from the town of Eloy, in the NE ¼ sec. 16, T. 8 S., R. 8 E., northwesterly from the U. S. Highway 84 overpass of the Southern Pacific Railway. The mark, a standard gravity mark stamped "ELOY 1939" and set in the top of a concrete post projecting 6 inches above the ground, is 491 feet N. 20° E. from the center line of one set of tracks of the railroad and 584 feet S. 75° W. from the center line of U. S. Highway 84. The pendulum apparatus was set in the ground 25 feet S. 70° W. from the mark.

Elevation of knife edge was 1,596.2 feet by spirit leveling. Elevation of mark is 1,596.2 feet.

U. S. 1004, Miami, Ariz. (Gila County, R. W. Woodworth, 1939).—Station is located approximately 0.5 mile southwesterly from the town of Miami and on the westerly side of U. S. Highway 60. The mark, a standard gravity mark stamped "MIAMI 1939," is in the top of the northwesterly head wall of the first concrete culvert southwesterly along the highway from the railroad crossing and 0.17 mile distant. It is 45 feet N. 40° W. from the center line of the highway and 1 foot from the northeasterly end of the culvert, approximately 10 feet below the elevation of the road. An Arizona State Highway bench mark disk is in the center of the top of the same head wall, and is stamped "3449.95." The pendulum apparatus was set in the ground 160 feet N. 80° W. from the gravity mark.

Elevation of knife edge was 3,456.8 feet by spirit leveling. Elevation of mark is 3,449.4 feet.

U. S. 1005, Petrified Forest, Ariz. (Navajo County, R. W. Woodworth, 1939).—Station is located in the Rainbow Forest Division of the Petrified Forest National Monument, in the SW ¼ sec. 1, T. 16 N., R. 23 E., 0.5 mile northeasterly from the ranger station on U. S. Highway 260. The mark, a standard gravity mark stamped "PETRIFIED FOREST 1939" and set in the top of a concrete post projecting 5 inches above the ground, is northeasterly from the Museum Building, on the public camping ground, 278 feet N. 30° E. from the northeasterly corner of the Rainbow Forest Lodge, 144 feet north from the center line of the parking area, 205 feet east from the center line of the road which marks the westerly boundary of the camping grounds, and 125 feet west from the road marking the easterly boundary. The pendulum apparatus was set in the ground 58 feet N. 5° W. from the mark.

Elevation of knife edge was 5,463.6 feet by spirit leveling. Elevation of mark is 5,461.8 feet.

U. S. 1006, St. Johns, Ariz. (Apache County, R. W. Woodworth, 1939).—Station is located approximately 1 mile westerly from the town of St. Johns, on the northerly side of U. S. Highway 260, in the NW ¼ sec. 28, T. 13 N., R. 28 E., 0.64 mile westerly from the high school, and near the summit of the first hill westerly from the town. The mark, a standard gravity mark stamped "ST. JOHNS 1939," is in the center of the top of the northerly head wall of a culvert, 63 feet S. 73° W. from the center line of the driveway leading to the barns of Lee Wilhelm, 14 feet N. 17° W. from the center line of the highway, and 29 feet N. 17° W. from an Arizona State Highway bench mark disk, stamped "ELEV. 992.06" which is set in the southerly head wall of the same culvert. The pendulum apparatus was set in the ground 219 feet S. 77° W. from the gravity mark.

Elevation of knife edge was 5,716.8 feet by spirit leveling. Elevation of mark is 5,711.4 feet.

U. S. 1007, Reserve, N. Mex. (Catron County, R. W. Woodworth, 1939).—Station is located in the Apache National Forest, approximately 5.5 miles westerly from the town of Reserve, in the NW ¼ sec. 8, T. 7 S., R. 19 W., just easterly from the camphouse of the S. U. Ranch on the northerly side of State Highway 12. The mark, a standard gravity mark stamped "RESERVE 1939" and set in the top of a concrete post projecting 1 inch above the ground, is 66 feet N. 35° W. from the center line of State Highway 12, 80 feet N. 20° E. from the center of the junction of the highway and the easterly driveway to the camphouse, and 502 feet S. 55° E. from the section-corner marker stamped "U. S. General Land Office Survey, S. 7, S. 8, S. 18, S. 19, T. 7 S., R. 19 W." The pendulum apparatus was set in the ground 17 feet S. 15° E. from the mark.

Elevation of knife edge was 6,232.2 feet by spirit leveling. Elevation of mark is 6,231.0 feet.

U. S. 1008, Datil, N. Mex. (Catron County, R. W. Woodworth, 1939).—Station is located 3.1 miles southeasterly along U. S. Highway 60 from the post office in the town of Datil, in the SE ¼ sec. 17, T. 2 S., R. 9 W. The mark, a standard gravity mark stamped "DATIL 1939" and set in the top of a concrete post projecting 1 inch above the ground, is in a fence line, 27 feet S. 75° W. from the center line of the road to the Hiatt Ranch, which marks the east boundary line of section 17, 166 feet N. 15° E. from the center line of U. S. Highway 60, and 205 feet N. 20° W. from the center of the junction of the above-mentioned roads. The pendulum apparatus was set in the ground 23 feet north from the mark.

Elevation of knife edge was 7,216.7 feet by spirit leveling. Elevation of mark is 7,216.3 feet.

U. S. 1009, Holbrook, Ariz. (Navajo County, R. W. Woodworth, 1939).—Station is located approximately 1.8 miles northerly along U. S. Highway 66 from the Atchison, Topeka & Santa Fe Railway station in the town of Holbrook, on the easterly side of the highway, in the NW ¼ sec. 32, T. 18 N., R. 21 E. The mark, a standard gravity mark stamped "HOLBROOK 1939" and set in the top of a concrete post projecting 5 inches above the ground, is in an east-west fence line 1,050 feet N. 75° E. from the center of the junction of the road to Keams Canyon and U. S. Highway 66, and 1,097 feet N. 80° E. from bench mark X 65. The pendulum apparatus was set in the ground 235 feet N. 35° W. from the mark.

Elevation of knife edge was 5,238.1 feet by spirit leveling. Elevation of mark is 5,241.1 feet.

U. S. 1010, Winslow, Ariz. (Navajo County, R. W. Woodworth, 1939).—Station is located approximately 5 miles easterly from the town of Winslow, on the southerly side of U. S. Highway 66, 1.8 miles easterly from the Little Colorado River, in the NW ¼ sec. 35, T. 19 N., R. 16 E. The mark, a standard gravity mark stamped "WINSLOW 1939" and set in the top of a concrete post projecting 2 inches above the ground, is in a fence line 51 feet S. 20° E. from the center line of U. S. Highway 66, 595 feet N. 75° E. from an Arizona State Highway bench mark disk stamped "ELEV. 4865.18" and set in the top of the southerly head wall of a culvert, 219 feet N. 70° E. from the center line of the small road which runs southeasterly from the highway to a gravel pit, and 352 feet N. 87° E. from the azimuth mark of triangulation station Shell. The pendulum apparatus was set in the ground 186 feet S. 30° E. from the gravity mark.

Elevation of knife edge was 4,867.4 feet by spirit leveling. Elevation of mark is 4,869.1 feet.

U. S. 1011, Williams, Ariz. (Coconino County, R. W. Woodworth, 1939).—Station is located at the northerly edge of the town of Williams, approximately 0.25 mile northerly from the Atchison, Topeka & Santa Fe Railway, at the northeasterly corner of the intersection of West Edison Avenue and North Second Street. The mark, a standard gravity mark stamped "WILLIAMS 1939" and set in the top of a concrete post projecting 4 inches above the ground, is in a fence line 30 feet N. 35° W. from the center line of West Edison Avenue, 47 feet N. 55° E. from the center line of North Second Street, and 56 feet N. 10° E. from the center of the intersection of the above-mentioned roads. The pendulum apparatus was set in the ground 211 feet north from the mark.

Elevation of knife edge was 6,743.0 feet by spirit leveling. Elevation of mark is 6,743.6 feet.

U. S. 1012, Chino Valley, Ariz. (Yavapai County, R. W. Woodworth, 1939).—Station is located on the westerly side of U. S. Highway 89, 0.75 mile northerly from the post office in the locality known as Paulden, in the NW ¼ sec. 3, T. 17 N., R. 2 W. The mark, a standard gravity mark stamped "CHINO VALLEY 1939" is in the center of the top of the northerly concrete head wall of the cattleguard at the entrance to the county road which runs northwesterly to the town of Seligman, 53 feet S. 85° W. from the center line of U. S. Highway 89, and 10 feet N. 15° W. from the center line of the county road and the cattleguard. The pendulum apparatus was set in the ground 126 feet S. 60° W. from the mark.

Elevation of knife edge was 4,391.7 feet by spirit leveling. Elevation of mark is 4,393.5 feet.

U. S. 1013, Prescott, Ariz. (Yavapai County, R. W. Woodworth, 1939).—Station is located approximately 2.0 miles northeasterly from the town of Prescott, just easterly from the Atchison, Topeka & Santa Fe Railway and the junction of U. S. Highway 89 and The Black Canyon Highway. The mark, a standard gravity mark stamped "PRESCOTT 1939" and set in the top of a concrete post projecting 3 inches above the ground, is 512 feet S. 60° E. from the center of railway bridge BA–56, 200 feet N. 75° E. from the center line of U. S. Highway 89, 198 feet N. 50° E. from an Arizona State Highway bench mark disk stamped "ELEV. 5254.24 FT." and set in the northeasterly corner of a highway bridge, and 45 feet south from the center line of Black Canyon Highway. The pendulum apparatus was set in the ground 146 feet S. 30° E. from the mark.

Elevation of knife edge was 5,263.5 feet by spirit leveling. Elevation of mark is 5,260.0 feet.

U. S. 1014, Phoenix, Ariz. (Maricopa County, R. W. Woodworth, 1939).—Station is located at the westerly edge of the city of Phoenix, approximately 2 miles westerly from the Union Station and 500 feet northerly from the Atchison, Topeka & Santa Fe Railway, in the NW ¼ sec. 12, T. 1 N., R. 2 E. The mark, a standard gravity mark stamped "PHOENIX 1939" and set in the top of a concrete post projecting 5 inches above the ground, is 155 feet N. 75° E. from the center line of South Twenty-fifth Avenue, 170 feet S. 15° E. from the center line of West Madison Street, and 10 feet north of a small irrigation ditch. The pendulum apparatus was set in the ground 32 feet N. 15° W. from the mark.

Elevation of knife edge was 1,066.7 feet by spirit leveling. Elevation of mark is 1,066.4 feet.

U. S. 1015, Gila Bend, Ariz. (Maricopa County, R. W. Woodworth, 1939).—Station is located approximately 0.5 mile westerly from the town of Gila Bend, on the northerly side of U. S. Highway 80, on the

desert land owned by F. F. Weidner, in the NW ¼ SE ¼ sec. 36, T. 5 S., R. 5 W. The mark, a standard gravity mark stamped "GILA BEND 1939" and set in the top of a concrete post projecting 3 inches above the ground, is 705 feet N. 35° W. from the center line of the highway and 177 feet S. 80° W. from the center line of a lane which runs northerly from the highway from a point 0.50 mile westerly from the railway station. The pendulum apparatus was set in the ground 19 feet S. 25° E. from the mark.

Elevation of knife edge was 735.5 feet by spirit leveling. Elevation of mark is 735.3 feet.

U. S. 1016, Mohawk, Ariz. (Yuma County, R. W. Woodworth, 1939).—Station is located 0.8 mile westerly from the town of Mohawk, on the northerly side of U. S. Highway 80, in the SE ¼ sec. 14, T. 8 S., R. 15 W. The mark, a standard gravity mark stamped "MOHAWK 1939" and set in the top of a concrete post projecting 3 inches above the ground, is 684 feet N. 20° W. from the center line of the highway, and 715 feet north from the westerly end of the northerly low concrete retaining wall which is at a dip in the highway, 0.86 mile northerly from the Mohawk railroad station and just easterly from the first curve in the highway westerly from town. The pendulum apparatus was set in the ground 24 feet S. 85° W. from the mark.

Elevation of knife edge was 515.6 feet by spirit leveling. Elevation of mark is 515.6 feet.

U. S. 1017, Bouse, Ariz. (Yuma County, R. W. Woodworth, 1939).—Station is located 2 miles northwesterly from the town of Bouse, in the NW ¼ sec. 15, T. 7 N., R. 17 W., on the southwesterly side of State Highway 72. The mark, a standard gravity mark stamped "BOUSE 1939" and set in the top of a concrete post projecting 5 inches above the ground, is 268 feet S. 55° W. from the center of railroad bridge C-82 (the fourth bridge northwesterly from the town of Bouse), 104 feet S. 45° W. from the center line of the highway, and 110 feet N. 60° W. from the center line of a dry run. The pendulum apparatus was set in the ground 19 feet S. 80° W. from the mark.

Elevation of knife edge was 899.6 feet by spirit leveling. Elevation of mark is 899.8 feet.

U. S. 1018, Parker Dam, Calif. (San Bernardino County, R. W. Woodworth, 1939).—Station is located approximately 15 miles northerly from the town of Parker, Ariz., and 0.5 mile southerly from the Parker Dam, on the easterly side of Los Angeles Avenue, 0.27 mile southerly from a wye in the road, in the NW ¼ sec. 10, T. 2 N., R. 27 E., and across the street from the camping grounds. The mark, a standard gravity mark stamped "PARKER DAM 1939" and set in the top of a concrete post projecting 3 inches above the ground, is 369 feet N. 35° E. from Government Building No. 4 (a sheet-metal shop and warehouse), and 240 feet N. 60° E. from the center line of Los Angeles Avenue. The pendulum apparatus was set in the ground 25 feet N. 30° E. from the mark.

Elevation of knife edge was 389.7 feet by spirit leveling. Elevation of mark is 389.5 feet.

U. S. 1019, Mecca, Calif. (Riverside County, R. W. Woodworth, 1939).—Station is located approximately 1 mile southeasterly from the town of Mecca and 0.3 mile southwesterly from the Magill railroad crossing, in the SE ¼ sec. 17, T. 7 S., R. 9 E. The mark, a standard gravity mark stamped "MECCA 1939" and set in the top of a concrete post projecting 2 inches above the ground, is 316 feet N. 5° W. from the northeasterly corner of the house of D. E. Magill, 181 feet N. 15° W. from the center line of the road which marks the south boundary of section 17, and 59 feet S. 85° E. from the center line of the road from Magill crossing. The pendulum apparatus was set in the ground 16 feet N. 85° W. from the mark.

Elevation of knife edge was —206.2 feet by spirit leveling. Elevation of mark is —206.5 feet.

U. S. 1020, Niland, Calif. (Imperial County, R. W. Woodworth, 1939).—Station is located in the town of Niland, one mile southwesterly from the railroad station, on the westerly side of the Niland-Calipatria Highway, in the NW ¼ sec. 9, T. 11 S., R. 14 E. The mark, a standard gravity mark stamped "NILAND 1939" and set in the top of a concrete post projecting 2 inches above the ground, is 452 feet S. 65° W. from the center of the junction of the Niland-Calipatria Highway and Niland Avenue, 67 feet N. 40° W. from the center line of a lane which runs westerly from the highway, and 656 feet S. 35° W. from triangulation station Niland, which is located in the wye formed by the above-mentioned roads. The pendulum apparatus was set in the ground 19 feet S. 15° W. from the mark.

Elevation of knife edge was —168.6 feet by spirit leveling. Elevation of mark is —168.7 feet.

U. S. 1021, El Centro, Calif. (Imperial County, R. W. Woodworth, 1939).—Station is located approximately 4 miles westerly from the town of El Centro and 0.4 mile southerly from U. S. Highway 80, on the land of Louise Richter, in the NW ¼ sec. 3, T. 16 S., R. 13 E., approximately 0.3 mile southeasterly from the home of Louise Richter, 0.25 mile east from the road which marks the west boundary of section 3, at the easterly termination of a lane which follows an irrigation ditch. The mark, a standard gravity mark stamped "EL CENTRO 1939" and set in the top of a concrete post projecting 5 inches above the ground,

is 10 feet south from the ditch and 42 feet N. 60° W. from a large, lone tamarack cedar tree, the only tree in the vicinity. The pendulum apparatus was set in the ground 27 feet N. 10° E. from the mark.

Elevation of knife edge was —33.7 feet by spirit leveling. Elevation of mark is —33.7 feet.

U. S. 1022, Palomar Mt., Calif. (San Diego County, R. W. Woodworth, 1939).—Station is located on Palomar Mountain, 5 miles southwesterly from the observatory by road, in the SE ¼ sec. 10, T. 10 S., R. 1 E., 12 miles northeasterly by road from the town of Rincon, on the westerly side of the road to the Palomar Mountain post office, just westerly from its junction with the road to the observatory. The mark, a standard gravity mark stamped "PALOMAR MT. 1939" and set in the top of a concrete post projecting 5 inches above the ground, is 328 feet N. 65° E. from the half-section marker on the south boundary of section 10 (a 2½-inch iron pipe with cap, stamped "S.D.Co. 1934, T. 10 S., R. 1 E."), 18 feet S. 40° W. from the center line of the road to the post office, and 400 feet west from the junction of the latter road and the road to the observatory. The pendulum apparatus was set in the ground 298 feet S. 60° E. from the mark and 0.2 foot below it.

Elevation of station is 5,384 feet by barometric leveling.

U. S. 1023, Pomona, 1939, Calif. (Los Angeles County, R. W. Woodworth, 1939).—Station is located approximately 1.5 miles westerly from the town of Pomona, on the northerly side of U. S. Highway 99 (West Holt Avenue), on the property of the Orange Auto Courts. The mark, a standard gravity mark stamped "POMONA 1939" and set in the top of a concrete post projecting 5 inches above the ground, is 490 feet N. 15° W. from the center line of U. S. Highway 99, 266 feet S. 75° W. from the center line of Weber Street, and 178 feet N. 10° W. from the northwesterly corner of the lavatory and shower building. The pendulum apparatus was set in the ground 28 feet N. 40° E. from the mark and 0.4 foot above it.

Elevation of station is 831 feet by spirit leveling.

U. S. 1024, Newberry, Calif. (San Bernardino County, R. W. Woodworth, 1939).—Station is located in the town of Newberry, and 0.5 mile northwesterly from the railroad station, in the SE ¼ SE ¼ sec. 29, T. 9 N., R. 3 E., on the westerly side of the first road westerly from the railroad station and leading northerly from U. S. Highway 66, 0.35 mile northerly along the road from the railroad. The mark, a standard gravity mark stamped "NEWBERRY 1939" and set in the top of a concrete post projecting 2 inches above the ground, is 156 feet S. 75° W. from the center line of the road, 12 feet N. 15° W. from the center line of a small road leading westerly, and 340 feet N. 50° W. from the southeast corner of section 29. The pendulum apparatus was set in the ground 17 feet N. 80° W. from the mark.

Elevation of knife edge was 1,838.3 feet by spirit leveling. Elevation of mark is 1,838.1 feet.

U. S. 1025, Amboy, Calif. (San Bernardino County, R. W. Woodworth, 1939).—Station is located approximately 0.5 mile easterly from the town of Amboy and on the southerly side of U. S. Highway 66. The mark, a standard gravity mark stamped "AMBOY 1939" and set in the top of a concrete post projecting 6 inches above the ground, is 970 feet S. 85° E. from the southeasterly corner of the first highway bridge easterly from town, 364 feet S. 20° E. from the center line of U. S. Highway 66, 607 feet N. 45° E. from the northeasterly fence corner of a small cemetery, 42 feet east from the center line of a small road which runs southerly from the highway, and 1,480 feet east from triangulation station Amboy. The pendulum apparatus was set in the ground 16 feet S. 45° W. from the mark and 0.1 foot below it.

Elevation of knife edge was 633 feet by spirit leveling.

U. S. 1026, Needles, Calif. (San Bernardino County, R. W. Woodworth, 1939).—Station is located approximately 0.7 mile easterly from the town of Needles, on the southerly side of U. S. Highway 66, and just westerly from the railroad spur tracks which run southerly across the highway. The mark, a standard gravity mark stamped "NEEDLES 1939" and set in the top of a concrete post projecting 6 inches above the ground, is on the grounds of Carty's Auto Camp, at the southerly property line, 222 feet S. 20° E. from the southeasterly corner of the home of Mr. W. R. Carty, 244 feet S. 35° W. from the center of the intersection of U. S. Highway 66 and the railroad spur tracks, and 190 feet S. 75° W. from the center line of the spur tracks. The pendulum apparatus was set in the ground 12 feet north from the mark.

Elevation of knife edge was 485.1 feet by spirit leveling. Elevation of mark is 485.5 feet.

U. S. 1027, Kingman, Ariz. (Mohave County, R. W. Woodworth, 1939).—Station is located approximately 3.5 miles northeasterly from the town of Kingman, on the southeasterly side of U. S. Highway 66, southeasterly from the Kingman Airport, in the SW ¼ sec. 8, T. 21 N., R. 16 W., 0.16 mile northeasterly along the highway from its junction with the road leading to the airport. The mark, a standard gravity mark stamped "KINGMAN 1939" and set in the top of a concrete post projecting 6 inches above the ground, is 297 feet S. 65° E. from the center line of the highway, 415 feet S. 20° E. from an Arizona State Highway

bench mark disk stamped "ELEV. 3457.10 FT." and set in the southeasterly head wall of a highway bridge, and 24 feet N. 60° W. from the center line of an old road. The pendulum apparatus was set in the ground 33 feet S. 80° E. from the mark.

Elevation of knife edge was 3,460.2 feet by spirit leveling. Elevation of mark is 3,459.9 feet.

U. S. 1028, Boulder Dam, Nev. (Clark County, R. W. Woodworth, 1939).—Station is located approximately 5 miles easterly (by road) from the town of Boulder City and 3 miles westerly from Boulder Dam, near the boatlanding dock at Meads Lake, on the camping grounds, northerly from the road to the dock and on the southerly side of the southerly driveway of the camping grounds. The mark, a standard gravity mark stamped "BOULDER DAM 1939" and set in the top of a concrete post projecting 6 inches above the ground, is 775 feet (slope distance) N. 65° E. from a cairn on the hill just westerly from the camping grounds, 1,385 feet N. 40° E. from a Park Service triangulation station stamped "U.S.D.I.-N.P.S. △ 1 ELEV. 1260.35 FT." and 21 feet S. 15° E. from the center line of southerly driveway. The pendulum apparatus was set in the ground 60 feet N. 20° W. from the mark. A standard gravity reference mark stamped "BOULDER DAM R.M. 1 1939" was cemented in a drill hole in the volcanic outcrop on the easterly side of the afore-mentioned hill and is 424 feet S. 55° W. from the station mark.

Elevation of knife edge was 1,209.4 feet by spirit leveling. Elevation of station mark is 1,209.9 feet.

U. S. 1029, Dayton-Harris, Calif. (Inyo County, R. W. Woodworth, 1939).—Station is located in the Death Valley National Monument, approximately 18 miles southerly (by road) from the Furnace Creek Inn, and 3 miles northerly from Bennett's Well, on the easterly side of the road 0.5 mile northerly from the ruins of the Eagle Borax Works, and near the monument dedicated to James Dayton and "Shorty" (Frank) Harris, pioneer gold seekers in Death Valley. The mark, a standard gravity mark stamped "DAYTON HARRIS 1939" and set in the top of a concrete post projecting 6 inches above the ground, is 248 feet S. 45° E. from the center of the stone monument which is 6 feet high with a bronze plaque on the westerly side, 223 feet N. 65° E. from the center line of the main road through the valley, and 226 feet N. 35° E. from the center line of the road to the ruins of the Eagle Borax Works. The pendulum apparatus was set in the ground 24 feet S. 20° W. from the mark and 0.1 foot above it.

Elevation of knife edge was −256 feet by spirit leveling.

U. S. 1030, Independence, Calif. (Inyo County, R. W. Woodworth, 1939).—Station is located in Owens Valley, 2.4 miles southeasterly along U. S. Highway 6 from the county courthouse in the town of Independence, on the easterly side of the highway and just northerly from Symmes Creek, in the NW ¼ sec. 28, T. 13 S., R. 35 E. The mark, a standard gravity mark stamped "INDEPENDENCE 1939" and set in the top of a concrete post projecting 7 inches above the ground, is 389 feet N. 35° E. from the center of the intersection of the highway and Symmes Creek, 386 feet N. 45° E. from the center line of the highway, 67 feet S. 20° E. from the center line of a small creek, and 24 feet S. 65° W. from the center line of an old tar and gravel road. The pendulum apparatus was set in the ground 27 feet N. 15° W. from the mark.

Elevation of knife edge was 3,954.8 feet by spirit leveling. Elevation of mark is 3,955.1 feet.

U. S. 1031, Waukena, Calif. (Tulare County, R. W. Woodworth, 1939).—Station is located approximately 1.5 miles north of the Waukena railroad station near the westerly end of the east-west half-section line through sec. 29, T. 20 S., R. 23 E., on the farm of Michael Kearney. The mark, a standard gravity mark stamped "WAUKENA 1939" and set in the top of a concrete post projecting 4 inches above the ground, is 584 feet east from the center line of Shamrock Avenue, 47 feet west of a north-south fence line, and 1 foot north of the fence line marking the half-section. The pendulum apparatus was set in the ground 157 feet N. 30° W. from the mark.

Elevation of knife edge was 228.4 feet by spirit leveling. Elevation of mark is 228.9 feet.

U. S. 1032, Fresno, Calif. (Fresno County, R. W. Woodworth, 1939).—Station is located approximately 3 miles northwesterly from the town of Fresno, on the northeasterly side of U. S. Highway 99 and the Southern Pacific Railroad and 0.3 mile northerly from the Clinton Avenue grade crossing, in the NW ¼ sec. 30, T. 13 S., R. 20 E., on the southwesterly side of the Espee Highway, 0.2 mile northwesterly from its junction with Hughes Avenue. The mark, a standard gravity mark stamped "FRESNO 1939" and set in the top of a concrete post projecting 6 inches above the ground, is 692 feet N. 30° E. from the center line of the Southern Pacific Railroad, 228 feet N. 80° E. from the center of the black iron water tank of the railroad, 28 feet S. 35° W. from the center line of the Espee Highway, and 25 feet S. 40° E. from the northerly corner of the southwesterly head wall of an irrigation ditch. The pendulum apparatus was set in the ground 109 feet N. 60° W. from the mark.

Elevation of knife edge was 299.4 feet by spirit leveling. Elevation of mark is 302.3 feet.

U. S. 1033, Modesto, Calif. (Stanislaus County, R. W. Woodworth, 1939).—Station is located approximately 1 mile southeasterly from the town of Modesto, on the southwesterly side of the Southern Pacific Railroad and old U. S. Highway 99, 0.3 mile westerly from the switch tower at the intersection of the Western Pacific Railroad in the NW ¼ sec. 4, T. 4 S., R. 9 E., on the grounds of Hunt's Trailer Inn. The mark, a standard gravity mark stamped "MODESTO 1939" and set in the top of a concrete post projecting 6 inches above the ground, is 384 feet S. 30° W. from the center line of old U. S. Highway 99, 137 feet S. 30° W. from the southwesterly corner of the shower building, 43 feet N. 70° E. from the southwesterly fence corner, and 1 foot from the southerly fence line. The pendulum apparatus was set in the ground 9 feet N. 20° W. from the mark.

Elevation of knife edge was 80.2 feet by spirit leveling. Elevation of mark is 80.8 feet.

U. S. 1034, Isleton, Calif. (Sacramento County, R. W. Woodworth, 1939).—Station is located 1.0 mile northeasterly from the town of Isleton, on the southeasterly bank of the Sacramento River, on the property of the Southern Pacific Railroad. The mark, a standard gravity mark stamped "ISLETON 1939" and set in the top of a concrete post projecting 1 inch above the ground, is 330 feet N. 35° E. from the northeasterly corner of warehouse No. 1, 723 feet S. 20° W. from the center line of the easterly approach to bridge No. 2451 across the river, 74 feet N. 70° W. from the center line of State Highway 12, and 48 feet S. 70° E. from the top edge of the river bank. The pendulum apparatus was set in the ground 17 feet N. 70° W. from the mark.

Elevation of knife edge was 20.1 feet by spirit leveling. Elevation of mark is 20.1 feet.

U. S. 1035, Sacramento, 1939, Calif. (Sacramento County, R. W. Woodworth, 1939).—Station is located approximately 3 miles northerly from the city of Sacramento, in the town of North Sacramento, at the easterly edge of the residential section, on the southerly side of Blackwood Street, in a field. The mark, a standard gravity mark stamped "SACRAMENTO 1939" and set in the top of a concrete post projecting 7 inches above the ground, is between two oak trees 20 feet apart, 124 feet S. 40° E. from the center line of Blackwood Street, approximately 96 feet S. 75° E. from the center line of Avon Street (proposed), 198 feet S. 20° E. from the southeasterly corner of house at No. 1001 Blackwood Street and owned by Floyd Greer, and 202 feet N. 85° E. from the southeasterly corner of house at No. 824 Blackwood Street. The pendulum apparatus was set in the ground 25 feet N. 75° W. from the mark.

Elevation of knife edge was 37.0 feet by spirit leveling. Elevation of mark is 36.9 feet.

U. S. 1036, Roseville, Calif. (Placer County, R. W. Woodworth, 1939).—Station is located approximately 2 miles southwesterly from the town of Roseville, in the locality known as South Roseville, just easterly from the Southern Pacific Railroad, in the NE ¼ sec. 15, T. 10 N., R. 6 E., on the property of and northerly from the house of the old Zay Estate. The mark, a standard gravity mark stamped "ROSEVILLE 1939" and set in the top of a concrete post projecting 7 inches above the ground, is 736 feet S. 20° E. from the center line of the old Antelope Road, 249 feet S. 85° E. from the center line of Racine Avenue, 21 feet S. 45° W. from the center line of a dry wash surrounded by large live-oak trees, and 858 feet S. 45° E. from bench mark Z 9, a 3-inch iron pipe projecting 6 inches above the ground with a bronze cap stamped "ELEV. 146 FT." The pendulum apparatus was set in the ground 217 feet N. 30° W. from the gravity mark.

Elevation of knife edge was 140.5 feet by spirit leveling. Elevation of gravity mark is 137.6 feet.

U. S. 1037, Newcastle, Calif. (Placer County, R. W. Woodworth, 1939).—Station is located in the town of Newcastle, 0.3 mile easterly from the Southern Pacific Railroad station, on the southerly side of the railroad, in the SW ¼ sec. 19, T. 12 N., R. 8 E., in the locality known as Chantry Hill, at the westerly edge of the baseball park. The mark, a standard gravity mark stamped "NEWCASTLE 1939" and set in the top of a concrete post projecting 7 inches above the ground, is 377 feet S. 20° E. from the center line of the railroad, 97 feet N. 20° W. from the center line of the road on the southerly side of the park, and 35 feet S. 85° E. from the northeasterly corner of the house of John E. Payne. The pendulum apparatus was set in the ground 95 feet N. 5° E. from the mark.

Elevation of knife edge was 991.6 feet by spirit leveling. Elevation of mark is 992.3 feet.

U. S. 1038, Applegate, Calif. (Placer County, R. W. Woodworth, 1939).—Station is located in the town of Applegate, 0.2 mile southerly from the post office, on the easterly side of U. S. Highway 40, in the NE ¼ sec. 8, T. 13 N., R. 9 E., on the Stokes property, formerly the site of a C.C.C. Camp. The mark, a standard gravity mark stamped "APPLEGATE 1939" and set in the top of a concrete post projecting 5 inches above the ground, is 278 feet S. 80° E. from the center line of the highway, 99 feet S. 20° W. from the southeasterly corner of the southernmost of the 3 remaining buildings of the C.C.C. Camp, 48 feet N. 85° E. from the

southeasterly corner of the easterly one of two old concrete foundations, and 9 feet S. 20° W. from the center line of a driveway. The pendulum apparatus was set in the ground 28 feet S. 70° W. from the mark.

Elevation of knife edge was 1,973.7 feet by spirit leveling. Elevation of mark is 1,976.5 feet.

U. S. 1039, Colfax, Calif. (Placer County, R. W. Woodworth, 1939).—Station is located approximately 2.5 miles northeasterly along U. S. Highway 40 from the town of Colfax, in the SW ¼ sec. 23, T. 15 N., R. 9 E., on the easterly side of the highway. The mark, a standard gravity mark stamped "COLFAX 1939" and set in the top of a concrete post projecting 6 inches above the ground, is 440 feet S. 20° E. from the center of the intersection of the highway and the Nevada County Narrow Gauge Railroad (which passes over the highway on a trestle), 141 feet (slope distance) S. 60° W. from the center line of the railroad, and 163 feet N. 65° E. from the center line of the highway. The pendulum apparatus was set in the ground 34 feet S. 45° W. from the mark.

Elevation of knife edge was 2,151.0 feet by spirit leveling. Elevation of mark is 2,151.2 feet.

U. S. 1040, Baxter, Calif. (Placer County, R. W. Woodworth, 1939).—Station is located in the town of Baxter, on the westerly side of U. S. Highway 40, 0.2 mile southwesterly from the post office, in the NW ¼ sec. 31, T. 16 N., R. 11 E., just northerly from the road to the town of Alta. The mark, a standard gravity mark stamped "BAXTER 1939" and set in the top of a concrete post projecting 2 inches above the ground, is 59 feet N. 50° W. from the center line of the highway, 263 feet N. 30° E. from the center line of the road to Alta, 311 feet N. 30° E. from the northeasterly corner of the Crystal Springs service station, and 2 feet easterly from a fence. The pendulum apparatus was set in the ground 133 feet S. 25° W. from the mark.

Elevation of knife edge was 3,874.0 feet by spirit leveling. Elevation of mark is 3,870.5 feet.

U. S. 1041, Yuba Pass, Calif. (Nevada County, R. W. Woodworth, 1939).—Station is located approximately 2.8 miles northeasterly from the town of Emigrant Gap and 0.2 mile westerly from Yuba Pass State Highway Maintenance Station, in the NW ¼ sec. 27, T. 17 N., R. 12 E., on the easterly side of old U. S. Highway 40, 0.2 mile northerly from its junction with U. S. Highway 40 (new), which junction is 0.5 mile southwesterly from the maintenance station. The mark, a standard gravity mark stamped "YUBA PASS 1939" and set in the top of a concrete post projecting 4 inches above the ground, is 483 feet N. 40° E. from a Nevada-Placer county boundary marker (a 3-inch iron pipe projecting 3 feet above the ground and lettered "N–P," located on the westerly side of the old highway, 0.1 mile northerly from the junction), 20 feet S. 55° E. from the center line of the old highway, and 223 feet N. 45° E. from the second transmission line northerly from the highway junction. The pendulum apparatus was set in the ground 20 feet N. 50° E. from the mark.

Elevation of knife edge was 5,726.1 feet by spirit leveling. Elevation of mark is 5,726.1 feet.

U. S. 1042, Cold Spring, Calif. (Placer County, R. W. Woodworth, 1939).—Station is located approximately 4 miles westerly along U. S. Highway 40 from the Soda Springs hotel and post office, and 0.4 mile easterly from the Cold Spring public camping grounds, in the NW ¼ sec. 30, T. 17 N., R. 14 E., on the northerly side of U. S. Highway 40, at the westerly edge of a meadow, the land of William Nicholls. The mark, a standard gravity mark stamped "COLD SPRING 1939" and set in the top of a concrete post projecting 1 inch above the ground, is 182 feet N. 10° W. from the center line of the highway, 242 feet N. 55° W. from the center of the northerly head wall of a stone culvert at a State Highway survey post lettered "F 406 + 50," and 829 feet N. 85° E. from a U. S. Forest Service metal tag at the northwest corner of section 30, which designates the section, township, and range numbers. The pendulum apparatus was set in the ground 153 feet N. 40° E. from the mark.

Elevation of knife edge was 6,034.3 feet by spirit leveling. Elevation of mark is 6,035.0 feet.

U. S. 1043, Truckee, 1939, Calif. (Nevada County, R. W. Woodworth, 1939).—Station is located approximately 1 mile westerly from the town of Truckee, in the NW ¼ sec. 21, T. 17 N., R. 16 E. The mark, a standard gravity mark stamped "TRUCKEE 1939" and set in the top of a concrete post projecting 7 inches above the ground, is near the center of the large triangle formed by the junction of U. S. Highway 40 and State Highway 38 leading to Lake Tahoe, 615 feet east from the junction of the highway center lines at the westerly angle of the triangle, 263 feet N. 85° E. from the center of the northerly head wall of highway culvert numbered 743 + 50, 163 feet S. 10° E. from the center line of U. S. Highway 40, and 135 feet N. 25° E. from the center line of State Highway 38. The pendulum apparatus was set in the ground 25 feet S. 75° E. from the mark.

Elevation of knife edge was 5,889.5 feet by spirit leveling. Elevation of mark is 5,889.8 feet.

U. S. 1044, Mystic, Calif. (Sierra County, R. W. Woodworth, 1939).—Station is located approximately 11 miles southwesterly from the city of Reno, Nev., 1.3 miles northerly along U. S. Highway 40 from the

railroad station at the locality known as Mystic, in the SE ¼ sec. 6, T. 18 N., R. 18 E., on the easterly side of U. S. Highway 40, 0.40 mile northerly along U. S. Highway 40 from the Nevada-Sierra county line. The mark, a standard gravity mark stamped "MYSTIC 1939" and set in the top of a concrete post projecting 7 inches above the ground, is 234 feet N. 40° E. from the center of the easterly head wall of a stone culvert numbered 21 + 00, and 235 feet N. 65° E. from the center line of the highway. The pendulum apparatus was set in the ground 25 feet S. 70° W. from the mark.

Elevation of knife edge was 5,151.6 feet by spirit leveling. Elevation of mark is 5,150.9 feet.

U. S. 1045, Reno, Nev. (Washoe County, R. W. Woodworth, 1939).—Station is located in the city of Reno near the northerly city limits, just westerly from the Western Pacific Railroad and northerly from the University of Nevada, in the SW ¼ NE ¼ sec. 2, T. 19 N., R. 19 E., northwesterly from the practice athletic field. The mark, a standard gravity mark stamped "RENO 1939" and set in the top of a concrete post projecting 6 inches above the ground, is on the fence line which marks the northerly boundary of the university property, 511 feet S. 70° W. from the center line of the Western Pacific Railroad, 17 feet S. 35° E. from the center line of the dirt road which follows the property line, and 485 feet S. 70° W. from bench mark P 22, which is located on the westerly side of the railroad, on range with the above-mentioned property line. The pendulum apparatus was set in the ground 47 feet N. 35° W. from the gravity mark.

Elevation of knife edge was 4,584.4 feet by spirit leveling. Elevation of gravity mark is 4,582.9 feet.

U. S. 1046, Schiller, Idaho. (Power County, R. W. Woodworth, 1939).—Station is located approximately 13 miles westerly along U. S. Highway 30 from the city of Pocatello, 1.7 miles southwesterly from the locality known as Schiller, on the northerly side of the highway, in the NE ¼ sec. 27, T. 6 S., R. 32 E. The mark, a standard gravity mark stamped "SCHILLER 1939" and set in the top of a concrete post projecting 10 inches above the ground, is 208 feet N. 75° W. from the railroad crossing on the east boundary of sec. 27, 91 feet N. 40° W. from the center line of the highway, 49 feet S. 30° W. from the center line of a small dirt road, and 238 feet N. 60° W. from U. S. Geological Survey bench mark stamped "ECI–1934, ELEV. 4420 FT." which is located near the railroad crossing. The pendulum apparatus was set in the ground 309 feet N. 65° W. from the gravity mark.

Elevation of knife edge was 4,416.6 feet by spirit leveling. Elevation of mark is 4,416.7 feet.

U. S. 1047, Fort Hall, Idaho (Bannock County, R. W. Woodworth, 1939).—Station is located approximately 5 miles northwesterly from the town of Chesterfield, near the northerly edge of the Portneuf Reservoir, in the SE ¼ sec. 11, T. 6 S., R. 38 E., 6.5 miles northwesterly along the road which follows the easterly bank of the reservoir from the Chesterfield post office. The mark, a standard gravity mark stamped "FORT HALL 1939" and set in the top of a concrete post projecting 7 inches above the ground, is 898 feet N. 40° W. from the intersection of the road and the southerly boundary fence of the Fort Hall Indian Reservation, 33 feet S. 70° W. from the center line of the road, on a north-south fence line, 245 feet S. 20° E. from the northerly fence corner, and 154 feet N. 20° W. from the southerly fence corner. The pendulum apparatus was set in the ground 33 feet S. 70° W. from the mark and 0.1 foot below it.

Elevation of knife edge was 5,403 feet by spirit leveling.

U. S. 1048, Chesterfield, Idaho (Bannock County, R. W. Woodworth, 1939).—Station is located in the town of Chesterfield, in the NE ¼ SW ¼ sec. 28, T. 6 S., R. 39 E., 0.4 mile northerly from the post office, on the westerly side of the main road to Twenty-Four Mile Canyon (marking north-south half-section line). The mark, a standard gravity mark stamped "CHESTERFIELD 1939" and set in the top of a concrete post projecting 7 inches above the ground, is 491 feet S. 20° E. from the southeasterly corner of the residence of A. W. Jones, 52 feet S. 70° W. from the center line of the road to Twenty-Four Mile Canyon, and 178 feet N. 20° W. from the center line of the road just south of the Jones residence. The pendulum apparatus was set in the ground 70 feet N. 10° W. from the mark.

Elevation of knife edge was 5,454.3 feet by spirit leveling. Elevation of mark is 5,452.9 feet.

U. S. 1049, Henry, Idaho (Bannock County, R. W. Woodworth, 1939).—Station is located approximately 20 miles northerly along State Highway 34 from the town of Soda Springs, in the town of Henry, in the SW ¼ sec. 10, T. 6 S., R. 42 E., on the westerly side of State Highway 34. The mark, a standard gravity mark stamped "HENRY 1939" and set in the top of a concrete post projecting 8 inches above the ground, is on a fence line, 293 feet S. 75° W. from the southwesterly corner of the W. J. Chester Supply Store which also houses the post office, 210 feet N. 10° W. from the northeasterly corner of the William Winschell General Store, and 136 feet N. 70° W. from the center line of State Highway 34. The pendulum apparatus was set in the ground 21 feet S. 35° E. from the mark.

Elevation of knife edge was 6,130.3 feet by spirit leveling. Elevation of mark is 6,130.6 feet.

U. S. 1050, Wayan, Idaho (Caribou County, R. W. Woodworth, 1939).—Station is located in the town of Wayan, in the NE ¼ sec. 23, T. 5 S., R. 43 E., on the easterly side of State Highway 34, 0.4 mile northerly from the post office. The mark, a standard bench mark disk stamped "W 44 1934" and set in the top of a concrete post projecting 1 inch above the ground, is on the fence line of the Wayan public school, 84 feet N. 20° W. from the fence gate, 129 feet N. 80° W. from the northwesterly corner of the schoolhouse, and 43 feet N. 75° E. from the center line of the highway. The pendulum apparatus was set in the ground 64 feet S. 10° E. from the mark.

Elevation of knife edge was 6,434.3 feet by spirit leveling. Elevation of mark is 6,434.3 feet.

U. S. 1051, Grays Lake, Idaho (Bannock County, R. W. Woodworth, 1939).—Station is located approximately 6 miles westerly from the town of Wayan, 2.7 miles westerly along State Highway 34 from the southerly edge of Grays Lake, in the NW ¼ sec. 12, T. 5 S., R. 42 E., on the southerly side of State Highway 34, 1.4 miles easterly from U. S. Geological Survey bench mark stamped "6369," and 0.3 mile easterly from a gravel pit. The mark, a standard gravity mark stamped "GRAYS LAKE 1939" and set in the top of a concrete post projecting 8 inches above the ground, is 31 feet S. 20° W. from the center line of the highway, 191 feet N. 60° W. from an Idaho State boundary monument stamped "C.&G.S. REF. 1," 173 feet N. 85° W. from an Idaho State boundary monument stamped "C&GS REF. 2," 345 feet S. 65° E. from the center of the junction of the highway and the easterly road to the gravel pit, and 75 feet N. 80° W. from the southerly end of a highway pipe culvert. The pendulum apparatus was set in the ground 180 feet S. 55° E. from the mark.

Elevation of knife edge was 6,433.3 feet by spirit leveling. Elevation of mark is 6,431.5 feet.

U. S. 1052, Williamsburg, Idaho (Bannock County, R. W. Woodworth, 1939).—Station is located 12 miles westerly from the town of Freedom, Wyo., on the northerly side of State Highway 34 (Tincup Canyon Road), in the NE ¼ sec. 23, T. 5 S., R. 44 E., on the southerly side of the Tincup River. The mark, a standard bench mark disk stamped "M 46 1934" and set in the top of a concrete post projecting 3 inches above the ground, is 385 feet S. 50° W. from the center of the wooden highway bridge, 52 feet N. 45° W. from the center line of the highway, 61 feet S. 40° W. from the center line of an old road to Grays Lake, and 36 feet N. 85° E. from the Forest Service telephone box. The pendulum apparatus was set in the ground 46 feet N. 65° E. from the mark.

Elevation of knife edge was 6,467.0 feet by spirit leveling. Elevation of mark is 6,468.1 feet.

U. S. 1053, South Fork, Idaho (Caribou County, R. W. Woodworth, 1939).—Station is located approximately 6.0 miles westerly along State Highway 34 (Tincup Canyon Road) from the Idaho-Wyoming boundary in the town of Freedom, and 1.55 miles easterly along the highway from the South Fork of the Tincup River, 0.56 mile westerly along the highway from the third highway bridge easterly from the South Fork of the Tincup River, on the southerly side of the highway, in a large grove of quaking-aspen trees. The mark, a standard gravity mark stamped "SOUTH FORK 1939" and set in the top of a concrete post projecting 4 inches above the ground, is 43 feet S. 80° E. from the center line of the highway, 29 feet S. 15° W. from a trail leading southerly into the grove, 72 feet east from telephone pole No. 1621, and 574 feet N. 15° E. from bench mark Q 46. The pendulum apparatus was set in the ground 52 feet S. 80° E. from the gravity mark.

Elevation of knife edge was 5,986.4 feet by spirit leveling. Elevation of gravity mark is 5,985.8 feet.

U. S. 1054, Freedom, Wyo. (Lincoln County, R. W. Woodworth, 1939).—Station is located in the town of Freedom, in the SW ¼ sec. 28, T. 35 N., R. 119 W., on the grounds of the Freedom grammar school. The mark, a standard bench mark disk stamped "T 67 1934" and set in the top of a concrete post projecting 5 inches above the ground, is 656 feet N. 20° W. from the center line of the road which leads easterly to State Highway 29, 59 feet N. 70° E. from the center line of the road which marks the Wyoming-Idaho State boundary, 61 feet S. 30° W. from the southwesterly corner of the wooden school building, and 4 feet easterly from a fence corner. The pendulum apparatus was set in the ground 144 feet N. 55° E. from the mark.

Elevation of knife edge was 5,772.3 feet by spirit leveling. Elevation of mark is 5,772.1 feet.

U. S. 1055, Cedar Creek, Wyo. (Lincoln County, R. W. Woodworth, 1939).—Station is located approximately 5.5 miles easterly from the town of Freedom, near the mouth of Cedar Creek Canyon, in the NW ¼ sec. 5, T. 34 N., R. 118 W., 1.43 miles easterly along the trail which follows the east-west township line from the road which marks the north-south township line. The mark, a standard gravity mark stamped "CEDAR CREEK 1939" and set in the top of a concrete post projecting 10 inches above the ground, is 175 feet S. 20° W. from the intersection of the trail and the North Branch of Cedar Creek (dry wash), 150

feet S. 20° E. from the center line of the dry wash, and 52 feet S. 20° E. from the center line of the trail. The pendulum apparatus was set in the ground 40 feet N. 10° E. from the mark.

Elevation of knife edge was 6,308.4 feet by spirit leveling. Elevation of mark is 6,308.0 feet.

U. S. 1056, Alpine, Wyo. (Lincoln County, R. W. Woodworth, 1939).—Station is located 1 mile easterly from the town of Alpine, in the SW ¼ NW ¼ sec. 17, T. 37 N., R. 119 W. The mark, a standard gravity mark stamped "ALPINE 1939" and set in the top of a concrete post projecting 2 inches above the ground, is at the southwesterly fence corner of the property of Fred. H. Sweath, 24 feet north from the center line of the trail which follows the east-west half-section line, 40 feet east from the trail which follows the west boundary of section 17, and 19 feet S. 70° E. from the fence corner. The pendulum apparatus was set in the ground 93 feet S. 85° E. from the mark.

Elevation of knife edge was 5,648.2 feet by spirit leveling. Elevation of mark is 5,648.2 feet.

U. S. 1057, Moose Flat, Wyo. (Lincoln County, R. W. Woodworth, 1939).—Station is located approximately 15 miles easterly from the town of Freedom, in the Wyoming National Forest, 3 miles northwesterly along Greys River Canyon Road from Youngs Ranch. The mark, a standard gravity mark stamped "MOOSE FLAT 1939" and set in the top of a concrete post projecting 8 inches above the ground, is just northerly from the northerly fence of Moose Flat Camp, 97 feet S. 30° W. from the center line of Greys River Canyon Road, 295 feet N. 70° E. from the easterly bank of Greys River, 94 feet N. 55° W. from the center of the cattle guard in the fence, and 82 feet S. 35° W. from a Forest Service sign reading "Moose Flat Camp." The pendulum apparatus was set in the ground 128 feet west from the mark.

Elevation of knife edge was 6,402.7 feet by spirit leveling. Elevation of mark is 6,403.6 feet.

U. S. 1058, Blind Bull, Wyo. (Lincoln County, R. W. Woodworth, 1939).—Station is located approximately 21 miles easterly from the town of Freedom, in the Wyoming National Forest, just southwesterly from the Blind Bull Coal Mine, 5.2 miles easterly along the Blind Bull Coal Mine Road from its junction with the Greys River Canyon Road, 0.67 mile southwesterly along the road from the weighing scales of the coal mine, and 0.17 mile northerly from the lake on the southeasterly side of the road. The mark, a standard gravity mark stamped "BLIND BULL 1939" and set in the top of a concrete post projecting 4 inches above the ground, is 53 feet N. 65° E. from the center line of the Blind Bull Coal Mine Road, 71 feet north from the center of the junction of the latter road and the entrance to a small clearing, and 526 feet (slope distance) N. 5° W. from U. S. Geological Survey bench mark, stamped "EL. 17 1934 8116 FT." The pendulum apparatus was set in the ground 28 feet N. 30° W. from the mark.

Elevation of knife edge was 8,178.5 feet by spirit leveling. Elevation of mark is 8,178.2 feet.

U. S. 1059, Squaw Flat, Wyo. (Lincoln County, R. W. Woodworth, 1939).—Station is located approximately 6 miles southeasterly from the town of Alpine, in the Wyoming National Forest, in the SE ¼ sec. 36, T. 37 N., R. 118 W., 6.0 miles southwesterly along Greys River Canyon Road from its junction with State Highway 91, in the Squaw Flat Camp site. The mark, a standard gravity mark stamped "SQUAW FLAT 1939" and set in the top of a concrete post projecting 2 inches above the ground, is approximately 150 feet N. 10° W. from the mouth of Squaw Creek, 77 feet N. 10° W. from the northerly bank of Greys River, 87 feet S. 50° E. from the center line of the Canyon Road, and 79 feet N. 40° E. from the northeast corner marker of section 4, a 2-inch iron pipe, projecting 2 feet above the ground, with a U. S. General Land Office bronze cap stamped "S 36, S. 5, S. 4, T. 36 N., T. 37 N., R. 118 W., R. 117 W." The pendulum apparatus was set in the ground 24 feet S. 60° W. from the mark and 0.4 foot below it.

Elevation of station is 5,826 feet by barometric leveling.

U. S. 1060, Limerock Mt., Idaho (Bannock County, R. W. Woodworth, 1939).—Station is located approximately 7 miles northwesterly from the town of Henry and 6 miles easterly from the dam of the Blackfoot River Reservoir, in the SW ¼ sec. 12, T. 5 S., R. 41 E., 3.2 miles easterly along a trail which passes on the southerly side of Limerock Mountain from a point 12.2 miles northwesterly along the road to the Blackfoot Dam from its junction with State Highway 34 just northerly from the town of Henry. The mark, a standard gravity mark stamped "LIMEROCK MT. 1939" and set in the top of a concrete post projecting 2 inches above the ground, is south from the apex of Limerock Mountain, 18 feet N. 10° W. from the center line of the trail, 22 feet S. 10° E. from the center line of the old trail, and 137 feet N. 85° E. from U. S. Geological Survey bench mark 6650, a 3-inch iron pipe, projecting 1 foot above the ground, with a standard bronze cap stamped "6650." The pendulum apparatus was set in the ground 67 feet S. 30° E. from the gravity mark.

Elevation of knife edge was 6,647.5 feet by spirit leveling. Elevation of mark is 6,648.5 feet.

U. S. 1061, Blackfoot R., Idaho (Bannock County, R. W. Woodworth, 1939).—Station is located near the northerly end of the Blackfoot River Reservoir, 0.5 mile westerly from the reservoir dam, in the NW ¼ sec.

12, T. 5 S., R. 40 E., on the easterly side of the road which leads to the town of Soda Springs. The mark, a standard gravity mark stamped "BLACKFOOT R. 1939" and set in a drill hole in volcanic outcrop, is 475 feet N. 50° W. from the northerly bank of the Blackfoot River, 50 feet N. 50° E. from the center line of the road to Soda Springs, and 54 feet S. 60° E. from the center line of the trail which leads northeasterly to the reservoir gatekeeper's house. The pendulum apparatus was set in the ground 54 feet N. 5° E. from the mark.

Elevation of knife edge was 6,146.0 feet by spirit leveling. Elevation of mark is 6,146.1 feet.

U. S. 1062, Grizzly Creek, Idaho (Bannock County, R. W. Woodworth, 1939).—Station is located approximately 8 miles westerly from the Blackfoot River Reservoir, in the NW ¼ SW ¼ sec. 4, T. 6 S., R. 40 E., just southerly from Grizzly Creek, on the land of the Chesterfield Land and Livestock Co. The mark, a standard gravity mark stamped "GRIZZLY CREEK 1939" and set in the top of a concrete post projecting 4 inches above the ground, is 804 feet N. 75° E. from the southeasterly corner of the camphouse, 0.62 mile westerly from Thompson Creek, 90 feet S. 10° E. from the center line of the trail which runs westerly to the camphouse, and 343 feet S. 25° E. from a fence line. The pendulum apparatus was set in the ground 27 feet N. 70° E. from the mark and 0.1 foot above it.

Elevation of knife edge was 6,128 feet by spirit leveling.

U. S. 1063, Daniel, Wyo. (Sublette County, R. W. Woodworth, 1939).—Station is located at the northeasterly edge of the town of Daniel, in the SW ¼ sec. 35, T. 34 N., R. 111 W., on the easterly side of U. S. Highway 89, and just northerly from Prairie Creek. The mark, a standard gravity mark stamped "DANIEL 1939" and set in the top of a concrete post projecting 2 inches above the ground, is 672 feet N. 65° E. from the center line of the highway, 55 feet N. 15° W. from the northerly bank of Prairie Creek, 30 feet N. 15° W. from the center line of a lane, 1 foot westerly from a fence line, and 591 feet east from the monument dedicated to Narcissa Whitman and Eliza Spalding, pioneer women missionaries in Wyoming, and consisting of a large boulder mounted on a concrete pedestal, with a bronze plaque on the westerly side. The pendulum apparatus was set in the ground 28 feet S. 50° W. from the mark.

Elevation of knife edge was 7,187.4 feet by spirit leveling. Elevation of mark is 7,187.1 feet.

U. S. 1064, Merna, Wyo. (Sublette County, R. W. Woodworth, 1939).—Station is located approximately 14 miles westerly from the town of Daniel, in the town of Merna, in the NW ¼ SW ¼ sec. 3, T. 34 N., R. 113 W., on the southerly side of the road from Merna to Daniel, 0.5 mile easterly from the post office and the ranch of L. W. Roberts. The mark, a standard gravity mark stamped "MERNA 1939" and set in the top of a concrete post projecting 4 inches above the ground, is 30 feet S. 20° E. from the center line of the road, 280 feet N. 25° E. from a wooden irrigation gate, 4 feet southeasterly from a fence corner, and 2 feet northwesterly from U. S. Geological Survey bench mark "US 7653.6 B.M.," a wooden post projecting 0.7 foot above the ground with a small bronze washer lettered "U.S.G.S.B.M." nailed to the top. The pendulum apparatus was set in the ground 90 feet S. 5° W. from the gravity mark.

Elevation of knife edge was 7,654.3 feet by spirit leveling. Elevation of gravity mark is 7,654.2 feet.

U. S. 1065, Prospect Mt., Wyo. (Sublette County, R. W. Woodworth, 1939).—Station is located in the Wyoming National Forest, 7.6 miles westerly along Horse Creek Road from the post office in Merna, in the NE ¼ sec. 9, T. 34 N., R. 114 W., on the southerly side of Horse Creek Road, 4.1 miles westerly along this road from the Sherman Ranger Station. The mark, a standard gravity mark stamped "PROSPECT MT. 1939" and set in the top of a concrete post projecting 2 inches above the ground, is 540 feet N. 55° E. from the remains of a recently burned bridge over a 15-foot wash, 11 feet S. 45° E. from the center line of Horse Creek Road, 23 feet S. 70° W. from the center line of a logging trail which runs southerly from the road, and 1,100 feet easterly (chained along the road) from U. S. Geological Survey bench mark 8062, a concrete post projecting 1 foot above the ground with a standard disk stamped "EL. 11 8062 1934" set in the top. The pendulum apparatus was set in the ground 21 feet N. 45° E. from the gravity mark.

Elevation of knife edge was 8,076.4 feet by spirit leveling. Elevation of gravity mark is 8,076.1 feet.

U. S. 1066, Webbs Ranch, Wyo. (Sublette County, R. W. Woodworth, 1939).—Station is located approximately 8 miles northwesterly from the town of Daniel, in the NW ¼ SW ¼ sec. 11, T. 34 N., R. 112 W., on the northerly side of Horse Creek Road, approximately 600 feet southeasterly from the ranch house of C. F. Webb. The mark, a standard U. S. Geological Survey bench mark disk stamped "EL. 4 7356 1934" and set in the top of a concrete post projecting 4 inches above the ground, is 40 feet N. 15° W. from the center line of Horse Creek Road, 22 feet N. 20° E. from the center line of the driveway leading to the ranch house, and 15 feet N. 55° E. from a fence corner. The pendulum apparatus was set in the ground 248 feet S. 75° E. from the bench mark.

Elevation of knife edge was 7,355.3 feet by spirit leveling. Elevation of mark is 7,356.1 feet.

U. S. 1067, Pinedale, Wyo. (Sublette County, R. W. Woodworth, 1939).—Station is located on the southerly side of U. S. Highway 187, in the SE ¼ SE ¼ sec. 36, T. 34 N., R. 110 W., 3.2 miles westerly along U. S. Highway 187 from the county courthouse in Pinedale, just westerly from the first curve in the highway westerly from Pinedale, 0.23 mile S. 80° W. from the southeast corner of sec. 36. The mark, a standard gravity mark stamped "PINEDALE 1939" and set in the top of a concrete post projecting 2 inches above the ground, is 53 feet S. 15° W. from the center line of the highway, 30 feet S. 75° W. from the center of a small wooden bridge for a trail which runs southerly from the highway, and 220 feet N. 20° W. from the fence line which follows the south boundary of section 36. The pendulum apparatus was set in the ground 94 feet S. 40° E. from the mark.

Elevation of knife edge was 7,194.0 feet by spirit leveling. Elevation of mark is 7,193.8 feet.

U. S. 1068, Fremont Lake, Wyo. (Sublette County, R.W.Woodworth, 1939).—Station is located approximately 5 miles northeasterly from the town of Pinedale, on the easterly side of Fremont Lake, in the NW ¼ SE ¼ sec. 13, T. 34 N., R. 109 W., on the westerly side of the road which follows the easterly bank of the lake, 1.2 miles northerly from the road which runs westerly to the C.C.C. Camp and Sandy Beach, and 0.30 mile N. 10° W. from the northwesterly property corner of J. W. Lawes (a Forest Service boundary, SW ¼ SE ¼ sec. 13). The mark, a standard gravity mark stamped "FREMONT LAKE 1939" and set in a drill hole in the top of a large granite boulder projecting 3 feet above the ground, is 65 feet S. 80° W. from the center line of the road, 57 feet north from the center line of a dim trail, and 175 feet N. 85° E. from the easterly bank of the lake. The pendulum apparatus was set in the ground 66 feet S. 15° E. from the mark.

Elevation of knife edge was 7,441.1 feet by spirit leveling. Elevation of mark is 7,439.4 feet.

U. S. 1069, Meadow, Wyo. (Sublette County, R.W.Woodworth, 1939).—Station is located approximately 11 miles northeasterly from the town of Pinedale, on the easterly side of Fremont Lake near its northerly end, at the northerly end of Skyline Drive, 1.6 miles northerly along the drive from the road leading to Mulligan Park, near the northeasterly corner of the large car-parking area. The mark, a standard gravity mark stamped "MEADOW 1939" and set in a drill hole in the top of a granite outcrop projecting 2 feet above the ground, is 114 feet N. 25° E. from the center line of the trail which continues easterly from the parking area, 20 feet N. 60° E. from the logs which border the parking area, and 50 feet N. 30° W. from a Forest Service telephone box. The pendulum apparatus was set in the ground 50 feet S. 30° W. from the mark and 1.6 feet below it.

Elevation of knife edge was 9,402 feet by barometric leveling.

U. S. 1070, Labarge, Wyo. (Lincoln County, R. W. Woodworth, 1939).—Station is located approximately 0.5 mile southeasterly from the town of Labarge, near the westerly bank of the Green River, in the NW ¼ sec. 8, T. 26 N., R. 112 W. The mark, a standard gravity mark stamped "LABARGE 1939" and set in the top of a concrete post projecting 2 inches above the ground, is easterly from the baseball field, 132 feet N. 65° W. from the westerly bank of Green River, 582 feet S. 75° E. from the center of the tall poles which form the baseball backstop, 129 feet north from the center line of the trail which runs easterly to the river on the southerly side of the baseball field, and 69 feet N. 60° W. from the center line of the trail after it turns northerly and follows the river bank. The pendulum apparatus was set in the ground 39 feet S. 15° E. from the mark.

Elevation of knife edge was 6,563.0 feet by spirit leveling. Elevation of mark is 6,563.3 feet.

U. S. 1071, Field, Wyo. (Lincoln County, R. W. Woodworth, 1939).—Station is located approximately 3 miles southwesterly from the town of Labarge, in the NW ¼ NE ¼ sec. 15, T. 26 N., R. 113 W., on the westerly side of the county road which runs southerly from the Labarge-Calpet Highway from a point 0.5 mile westerly from the Stanolind Oil and Gas Co., 1.50 miles southerly from the Labarge-Calpet Highway, in a triangle formed by the county road and the road leading to the Place Oil Co. well. The mark, a standard gravity mark stamped "FIELD 1939" and set in the top of a concrete post projecting 4 inches above the ground, is 56 feet N. 80° W. from the center line of the county road, 49 feet N. 10° W. from the center line of the road to the oil well, and 41 feet S. 35° E. from the road on the westerly side of the triangle. The pendulum apparatus was set in the ground 83 feet N. 70° E. from the mark.

Elevation of knife edge was 6,803.4 feet by spirit leveling. Elevation of mark is 6,805.0 feet.

U. S. 1072, Road Fork, Wyo. (Lincoln County, R. W. Woodworth, 1939).—Station is located approximately 7 miles southwesterly from the town of Labarge, in the SW ¼ sec. 19, T. 26 N., R. 113 W., on the southerly side of the Labarge Creek Road, 7.5 miles westerly along the road from its junction with U. S. Highway 189 just southerly from the town of Labarge. The mark, a standard gravity mark stamped "ROAD FORK 1939" and set in the top of a concrete post projecting 4 inches above the ground, is 193 feet S. 25°

W. from the center line of Labarge Creek Road, 42 feet S. 45° E. from the center line of the road which runs southerly over Labarge Creek, 525 feet N. 15° E. from the center of the wooden bridge over the creek, and 45 feet S. 15° W. from a fence corner. The pendulum apparatus was set in the ground 29 feet N. 85° W. from the mark.

Elevation of knife edge was 6,883.1 feet by spirit leveling. Elevation of mark is 6,883.3 feet.

U. S. 1073, Viola, Wyo. (Lincoln County, R. W. Woodworth, 1939).—Station is located approximately 9 miles westerly from the town of Labarge, in the SE ¼ sec. 3, T. 26 N., R. 114 W., in the locality known as Viola, on the northerly side of Labarge Creek Road and on the westerly side of a lane which runs northerly from Labarge Creek Road, 0.33 mile easterly from the ranch house of Phil Twichel. The mark, a standard gravity mark stamped "VIOLA 1939" and set in the top of a concrete post projecting 4 inches above the ground, is 189 feet N. 20° E. from the center line of Labarge Creek Road, 13 feet S. 75° W. from the center line of the lane, and 180 feet N. 15° E. from a fence corner. The pendulum apparatus was set in the ground 49 feet N. 85° E. from the mark.

Elevation of knife edge was 7,114.5 feet by spirit leveling. Elevation of mark is 7,114.7 feet.

U. S. 1074, Rock Creek, Wyo. (Sublette County, R. W. Woodworth, 1939).—Station is located approximately 12 miles westerly from the town of Labarge, in the NE ¼ sec. 36, T. 27 N., R. 115 W., on the northerly side of Labarge Creek Road and on the westerly side of Rock Creek, on the former site of a C.C.C. camp, 3.7 miles westerly (along the road) from the Viola schoolhouse. The mark, a standard gravity mark stamped "ROCK CREEK 1939" and set in the top of a concrete post projecting 4 inches above the ground, is 470 feet N. 20° E. from the center line of Labarge Creek Road, 163 feet N. 70° W. from Rock Creek, and 132 feet N. 80° W. from the southwesterly corner of a small wooden building on the westerly bank of the creek. The pendulum apparatus was set in the ground 167 feet N. 45° E. from the mark.

Elevation of knife edge was 7,293.7 feet by spirit leveling. Elevation of mark is 7,291.0 feet.

U. S. 1075, Cabin Creek, Wyo. (Sublette County, R. W. Woodworth, 1939).—Station is located approximately 16 miles westerly from the town of Labarge, in the NW ¼ sec. 21, T. 27 N., R. 115 W., 8.1 miles northwesterly along the Labarge Creek Road from the Viola schoolhouse, 0.25 mile northwesterly along the road from the junction of Cabin Creek and Labarge Creek, and 0.20 mile southwesterly from Sheep Creek. The mark, a standard gravity mark stamped "CABIN CREEK 1939" and set in the top of a concrete post projecting 5 inches above the ground, is southerly across the road from a gravel pit, 40 feet south from the center line of Labarge Creek Road, and 70 feet S. 60° W. from the southerly end of a pipe culvert. The pendulum apparatus was set in the ground 61 feet N. 10° W. from the mark.

Elevation of knife edge was 7,479.4 feet by spirit leveling. Elevation of mark is 7,479.3 feet.

U. S. 1076, Golden, Colo. (Jefferson County, R. W. Woodworth, 1939).—Station is located at the southerly edge of the town of Golden, in the SW ¼ sec. 34, T. 3 S., R. 70 W., on the westerly side of State Highway 93, 0.7 mile southerly from Simon Guggenheim Hall of the Colorado School of Mines. The mark, a standard gravity mark stamped "GOLDEN 1939" and set in the top of a concrete post projecting 2 inches above the ground, is on a fence line, 58 feet S. 75° W. from the center line of State Highway 93, 287 feet S. 10° E. from the junction of center lines of State Highway 93 and Twenty-fourth Street, and 13 feet S. 35° E. from the center line of a lane which runs westerly from the highway. The pendulum apparatus was set in the ground 155 feet S. 45° W. from the mark.

Elevation of knife edge was 5,818.7 feet by spirit leveling. Elevation of mark is 5,812.6 feet.

U. S. 1077, Denver, 1939, Colo. (Denver County, R.W.Woodworth, 1939).—Station is located in the city of Denver, in the section known as South Denver, and 0.6 mile northeasterly from the University of Denver. The mark, a standard gravity mark stamped "DENVER 1939" and set in the top of a concrete post projecting 4 inches above the ground, is in the wye formed by the junction of Buchtel Boulevard and Asbury Avenue, 286 feet N. 75° E. from the center line of South Madison Street, 53 feet south from the center line of Buchtel Boulevard, and 53 feet N. 20° W. from the center line of Asbury Avenue. The pendulum apparatus was set in the ground 153 feet N. 80° E. from the mark.

Elevation of knife edge was 5,398.3 feet by spirit leveling. Elevation of mark is 5,396.6 feet.

U. S. 1078, Colorado Springs, 1939, Colo. (El Paso County, R. W. Woodworth, 1939).—Station is located in Colorado Springs, at the Washburn Athletic Field of Colorado College, on the northerly side of East Cache La Poudre Street and just easterly from Monument Creek, on the westerly side of the wire fence which encircles the field, near the northwesterly gate. The mark, a standard gravity mark stamped "COLORADO SPRINGS 1939" and set in the top of a concrete post projecting 5 inches above the ground, is 27 feet S. 80° W. from the northwesterly corner of the westerly grandstand, 30 feet S. 35° E. from the center of the

gate, 44 feet N. 60° E. from the wire fence which follows the easterly bank of Monument Creek, and 66 feet S. 75° E. from a U. S. Engineers monument, a bronze disk set in the top of a concrete post and located on the bank of the creek. The pendulum apparatus was set in the ground 167 feet N. 20° W. from the mark. (This station was planned as a reoccupation of an older station, U. S. 42, but the original location could not be occupied with the Brown apparatus without too much difficulty.)

Elevation of knife edge was 6,012.0 feet by spirit leveling. Elevation of mark is 6,011.1 feet.

U. S. 1079, Fremont, Nebr. (Dodge County, R. W. Woodworth, 1939).—Station is located approximately 4 miles westerly from the city of Fremont, in the State Recreation Park, in the NE ¼ NW ¼ sec. 13, T. 17 N., R. 7 E., near the northeast corner of Sand Pit Lake No. 5. The mark, a standard gravity mark stamped "FREMONT 1939" and set in the top of a concrete post projecting 2 inches above the ground, is 453 feet north from the center line of the Union Pacific Railroad tracks, 436 feet N. 70° W. from the southwesterly corner of the concrete shelter at the State Recreation Park, 70 feet N. 50° E. from the northeasterly corner of Lake No. 5, and 28 feet N. 50° E. from the center line of the trail which passes on the northerly side of the lake. The pendulum apparatus was set in the ground 52 feet S. 20° E. from the mark.

Elevation of knife edge was 1,216.5 feet by spirit leveling. Elevation of mark is 1,217.5 feet.

U. S. 1080, Dixon, Ill. (Lee County, R. W. Woodworth, 1939).—Station is located approximately 1 mile southeasterly from the town of Dixon, on the northeasterly side of U. S. Highway 30, in the NE ¼ sec. 9, T. 21 N., R. 9 E. The mark, a standard gravity mark stamped "DIXON 1939" and set in the top of a concrete post projecting 4 inches above the ground, is approximately 500 feet northerly from the Chicago & North Western Railway overpass No. 169 which crosses U. S. Highway 30, on the westerly side of Lovers Lane, 386 feet N. 40° E. from the center line of U. S. Highway 30, 19 feet N. 50° W. from the center line of Lovers Lane, and 57 feet N. 85° W. from the center of a gate on the easterly side of the road. The pendulum apparatus was set in the ground 13 feet N. 55° W. from the mark.

Elevation of knife edge was 765.4 feet by spirit leveling. Elevation of mark is 766.1 feet.

U. S. 1081, Aberdeen, Md. (Harford County, R. W. Woodworth, 1939).—Station is located about 9.8 miles south-southwest of the town of Aberdeen, on the west bank of the Bush River, about 1,000 yards northwest of Pond Point, on the Army Proving Grounds. The mark, a standard gravity mark stamped "ABERDEEN 1939" and set in the top of a concrete post projecting 6 inches above the ground, is 148 feet N. 68° E. from the northeast corner of the vertical-camera building, 62 feet southeast of the center line of a macadam road, and 16 feet northeast of a dirt road. The pendulum apparatus was set in the ground 11.5 feet S. 54° E. from the mark and 0.6 foot below it.

Elevation of station is 7 feet.

U. S. 1082, Pohick, Va. (Fairfax County, R. W. Woodworth, 1940).—Station is located approximately 10 miles (air line) southwesterly of the city of Alexandria, 1 mile northwesterly from U. S. Highway 1, and 2 miles westerly from Pohick flagstop (on the main line of the Richmond, Fredericksburg & Potomac Railroad). It is at the Pohick Creek crossing, south of the road and west of the creek, and 0.15 mile along the Pohick road from the bridge over the railroad at Pohick. A standard gravity mark stamped "POHICK 1940" is set in the top of a concrete post projecting 4 inches above the ground. The midpoint between the gravity instruments was 14 feet S. 82° E. from the mark, 89 feet S. 6° E. from center line of the road, 133 feet S. 50° W. from center line of the creek, and 112.9 feet S. 21° W. from the southwest corner of the small bridge.

Elevation of knife edges was 75.3 feet. Elevation of mark is 76.2 feet.

U. S. 1083, Leesburg, Va. (Loudoun County, R.W. Woodworth, 1940).—Station is located approximately 1 mile (air line) southwesterly of the city of Leesburg, and 0.05 mile southeasterly from U. S. Highway 15. It is in an uncultivated field on the east side of the highway and 1.0 mile along U. S. Highway 15 from the Washington & Old Dominion Railroad depot in Leesburg. A standard gravity reference mark stamped "LEESBURG 1940" is set in the top of a concrete post projecting 3 inches above the ground. It is in the east right-of-way fence of U. S. Highway 15, 21 feet east of the center line of the highway, 188 feet N. 60° E. from the junction of the center lines of U. S. Highway 15 and a side road west, and 188 feet N. 70° E. from bench mark S 91. It is witnessed by a 4- by 4- inch white post projecting 2½ feet above ground. The midpoint of the gravity instruments was 329 feet N. 90° E. from the mark, 296 feet S. 30° E. from center line of U. S. Highway 15 at a point opposite the Virginia Public Service Co. power line pole No. LG 46, and 492 feet N. 90° E. from bench mark S 91.

Elevation of knife edges was 347.0 feet. Elevation of mark is 348.4 feet.

U. S. 1084, Celina, Ohio (Mercer County, R. W. Woodworth, 1940).—Station is located in Fairview Park Cottage Camp, between State Highway 29 and Grand Lake, approximately 1 mile (air line) east of the city of Celina and 1.0 mile along State Highway 29 east from county courthouse in Celina. A standard gravity

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reference mark stamped "CELINA 1940" is set in the top of a concrete post projecting 3 inches above the ground. It is in the fence line between Fairview Park Cottage Camp and a field, 203 feet due south from center line of State Highway 29, and 271 feet N. 10° E. from the water's edge of Grand Lake. The midpoint of the gravity instruments was 20 feet due west from the mark, 202 feet S. 5° W. from center line of State Highway 29, 272 feet N. 5° E. from the water's edge of Grand Lake, and 260 feet S. 75° E. from center line of Fairview Park Cottage Camp driveway.

Elevation of the knife edges was 884.1 feet. The elevation of the mark is 884.9 feet.

U. S. 1085, Wright Field, Ohio (Montgomery County, R. W. Woodworth, 1940).—Station is located in the southeast corner of Wright Field, approximately 5 miles east-northeasterly of the city of Dayton, and 1 mile south of State Highway 4. It is west of the Montgomery-Greene county-line road and north of the Yellow Springs road, and 0.7 mile from Engine Testing Building along the east field road. A standard gravity mark stamped "WRIGHT FIELD 1940" is set in the top of a concrete post projecting 3 inches above the ground. The midpoint between the gravity instruments was 12 feet due west from the mark, 47 feet due west from center line of the Mongtomery-Greene county-line road, 120 feet N. 5° E. from center line of the Yellow Springs road, and 137 feet N. 15° W. from the intersection of the center lines of the Montgomery-Greene county-line road and the Yellow Springs road.

Elevation of knife edges was 812.9 feet. Elevation of mark is 812.6 feet.

U. S. 1086, Mason, Mich. (Ingham County, R. W. Woodworth, 1940).—Station is located in the Ingham County Fairgrounds, on the south side of State Highway 36 in the city of Mason. It is 0.7 mile east from the county courthouse along State Highway 36. A standard gravity reference mark stamped "MASON 1940" is set in the top of a concrete post projecting 2 inches above the ground. It is in the north fence line of the fair grounds, 41 feet S. 20° W. from center line of State Highway 36, and 41 feet S. 70° E. from center line of the west gate of the fairgrounds. It is witnessed by a 4- by 4-inch white post projecting 2½ feet above the ground. The midpoint of the gravity instruments was 241 feet S. 20° E. from the mark, 238 feet S. 10° W. from center line of State Highway 36, 237 feet S. 70° E. from the west fence of the fairgrounds, and 271 feet S. 25° E. from center line of the west gate of the fairgrounds.

Elevation of the knife edges was 900.3 feet. Elevation of the mark is 899.9 feet.

U. S. 1087, Bay City, Mich. (Bay County, R. W. Woodworth, 1940).—Station is located in a parking area of Bay City State Park, approximately 5 miles (air line) northwesterly of the city of Bay City, 0.2 mile northwesterly (or 0.35 mile along State Highway 47) from the Bay City water works plant, and 0.1 mile southwesterly from the water's edge of Saginaw Bay. A standard gravity mark stamped "BAY CITY 1940" is set in the top of a concrete post projecting 2 inches above the ground. The midpoint between the gravity instruments was 11 feet N. 45° E. from the mark, 166 feet N. 40° E. from center line of State Highway 47, 83 feet N. 5° E. from a water shut-off valve at a stone drinking fountain, 44 feet S. 40° W. from the northeasterly fence of the parking area, 377 feet S. 50° E. from the northwesterly fence of the parking area, and 491 feet S. 40° W. from the water's edge of Saginaw Bay.

Elevation of knife edges was 584.4 feet. Elevation of mark is 583.9 feet.

U. S. 1088, West Branch, Mich. (Ogemaw County, R. W. Woodworth, 1940).—Station is located in a field road, approximately 1¼ miles (air line) southeasterly of the city of West Branch, 0.8 mile southeasterly from the junction of State Highways 76 and 55 (at the east city limits of West Branch) along State Highway 76, and 0.05 mile easterly of the highway. A standard gravity reference mark stamped "WEST BRANCH 1940" is set in the top of a concrete post projecting 3 inches above the ground. The midpoint of the gravity instruments was 23 feet N. 5° E. from the mark, 319 feet due east from center line of State Highway 76, and 80 feet N. 70° W. from a T-fence corner.

Elevation of knife edges was 917.9 feet. Elevation of mark is 916.8 feet.

U. S. 1089, Ludington, Mich. (Mason County, R.W. Woodworth, 1940).—Station is located approximately 1½ miles (air line) southeasterly of the city of Ludington, 0.15 mile easterly from U. S. Highway 31, 0.15 mile southerly from the Pere Marquette Railway main-line track. From the junction of U. S. Highways 31 and 10 (1.5 miles easterly from post office in Ludington), go 0.5 mile south along U. S. Highway 31, thence 0.15 mile east along a dirt road to a Pere Marquette Railway spur track. The station is east of the spur track and south of the road. The mark is a standard bench mark disk stamped "M 26 1930 ELEV. 627.568 FT." and set in the top of a concrete post. The midpoint between the gravity instruments was 263 feet S. 65° E. from the mark, 259 feet S. 40° E. from the intersection of the east rail of the spur track and center line of the road, and 172 feet S. 5° E. from center line of the road.

Elevation of the knife edges was 628.6 feet. Elevation of mark is 627.6 feet.

U. S. 1090, Three Rivers, Mich. (St. Josephs County, R. W. Woodworth, 1940).—Station is located in the city tourist park, east of a conservation park, on the west side of St. Josephs River, in the city of Three Rivers. It is approximately 0.1 mile southerly from the Municipal Light and Power Plant, 0.1 mile westerly from the Michigan Central Railroad tracks, and 0.1 mile southerly from the tourist park entrance (opposite the Municipal Light and Power Plant) along the park road. A standard gravity mark stamped "THREE RIVERS 1940" is set in the top of a concrete post projecting 2 inches above the ground. The midpoint of the gravity instruments was 12 feet N. 5° E. from the mark, 97 feet due west from the west bank of St. Josephs River, 237 feet N. 20° W. from an ornamental lighthouse, 107 feet N. 70° E. from the east bank of Big Spring Creek, 194 feet S. 5° E. from the southeast curb corner of tennis courts, and 484 feet S. 5° E. from center line of U. S. Highway 131 and State Highway 60 (at park entrance).

Elevation of knife edges was 789.6 feet. Elevation of mark is 789.4 feet.

U. S. 1091, Wabash, Ind. (Wabash County, R. W. Woodworth, 1940).—Station is located in the tourist park area of Wabash City Park in the city of Wabash. From the county courthouse go 0.6 mile westerly along West Hill Street, thence 0.25 mile northerly and westerly along the main park road to the concrete bridge over Charley Creek. A standard gravity reference mark stamped "WABASH 1940" is set flush in the top of a concrete post projecting 4 inches above the ground. It is 50 feet N. 5° E. from center line of the park road, 5 feet S. 5° W. from the south right-of-way fence of the Wabash Railway, and 253 feet N. 55° W. from the northwest corner of Charley Creek bridge. The midpoint of the gravity instruments was 153 feet S. 5° E. from the mark, 230 feet N. 80° W. from the southeast corner of the bridge, 158 feet due east from the south right-of-way fence of the Wabash Railway, 101 feet due south from center line of the park road, and 140 feet N. 5° W. from the north bank of Charley Creek.

Elevation of the knife edges was 683.0 feet. Elevation of the mark is 683.5 feet.

U. S. 1092, West Lafayette, Ind. (Tippecanoe County, R. W. Woodworth, 1940).—Station is located in Purdue University Airport at the west city limits of West Lafayette. From the intersection of Marstellar and West State Streets (main Purdue campus entrance), go 0.85 mile due west on West State Street, thence 0.55 mile due south on gravel road to airport. A standard gravity reference mark stamped "W. LAFAYETTE 1940" is set flush in the concrete foundation of the southeast leg of airport beacon. The midpoint between the two gravity instruments was 170 feet S. 70° E. from the mark, 230 feet S. 20° E. from the most southerly rail of the New York Central Railroad tracks (at a switch control, east of the intersection of airport road and railroad tracks), and 380 feet N. 70° E. from the center of the control tower in the southeast corner of main airport hangar.

Elevation of knife edges was 609.6 feet. Elevation of mark is 610.2 feet.

U. S. 1093, Streator, Ill. (La Salle County, R. W. Woodworth, 1940).—Station is located in Marilla Park, approximately 2 miles (air line) northerly of the city of Streator, and along Koon's Road, 0.5 mile easterly from U. S. Highway 23. A standard gravity reference mark stamped "STREATOR 1940" is set flush in the top of a post projecting 3 inches above the ground. It is 378 feet N. 15° W. from center line of the junction of Koon's Road and Marilla Park road, and 16 feet due west from center line of park road (brick). The midpoint between the two gravity instruments was 195 feet S. 75° E. from the mark, 326 feet N. 15° E. from center of the junction of Koon's Road and Marilla Park entrance road, and 298 feet N. 5° W. from center of the junction of Koon's Road and a farm drive (0.05 mile easterly of the park entrance).

Elevation of knife edges was 623.3 feet. Elevation of mark is 623.0 feet.

U. S. 1094, Franksville, Wis. (Racine County, R. W. Woodworth, 1940).—Station is located in a cultivated field, approximately 1½ miles (air line) southeasterly from the village of Franksville, 2½ miles northerly from the city of Sturtevant, and 0.25 mile easterly from the Chicago, Milwaukee, St. Paul & Pacific Railroad tracks. From the railroad station in Sturtevant, station is 2.4 miles northerly along County Highway H (1.1 miles beyond junction of State Highway 20 and County Highway H). From the junction of County Highways K and H (0.5 mile easterly from Franksville), station is 1.6 miles southerly along County Highway H. A standard gravity reference mark stamped "FRANKSVILLE 1940" is set in the top of a concrete post projecting 3 inches above the ground. It is 27 feet S. 30° W. from center line of County Highway C and 178 feet N. 70° W. from the intersection of County Highways C and H. The midpoint between the two gravity instruments was 301 feet S. 60° W. from the mark, 268 feet S. 15° W. from center line of County Highway C (at a point 0.1 mile westerly from junction of County Highways C and H, 0.25 mile easterly from railroad crossing), 458 feet S. 80° W. from intersection of County Highways C and H, and 356 feet N. 60° W. from triangulation station Pleasant.

Elevation of the knife edges was 749.3 feet. Elevation of mark is 749.0 feet.

U. S. 1095, Oshkosh, Wis. (Winnebago County, R. W. Woodworth, 1940).—Station is located in Menominee Park in the city of Oshkosh. From the bridge over Fox River in Oshkosh, go 0.75 mile northerly along North Main Street, thence 0.75 mile easterly along East Irving Street to park entrance, thence 0.15 mile easterly and southerly along park road. A standard gravity reference mark stamped "OSHKOSH 1940" is set in the top of a concrete post flush with the surface of the ground. The mark is 21 feet due east from center line of the park road and 34 feet due west from the water's edge of the lake. The midpoint between the two gravity instruments was 12 feet S. 60° E. from the mark, 24 feet due west from the water's edge of a park lake (northerly of two), 467 feet N. 85° E. from east curbing of Cleveland Street (west boundary of park), 452 feet S. 5° E. from prolongation of center line of East Irving Street park entrance road, and 314 feet N. 5° E. from center of triangular island park at intersection of park roads.

Elevation of knife edges was 748.3 feet. Elevation of mark is 747.5 feet.

U. S. 1096, Merrill, Wis. (Lincoln County, R. W. Woodworth, 1940).—Station is located approximately 1 mile (air line) northerly of the city of Merrill and 0.4 mile northerly from the Chicago, Milwaukee, St. Paul & Pacific Railroad tracks. From post office in Merrill, go 1.05 miles northerly along County Highway K. Station is on the east side of the highway. A standard gravity reference mark stamped "MERRILL 1940" is set in the top of a concrete post projecting 4 inches above the ground. The concrete post is in the north fence line of field. The mark is 94 feet due west from northeast fence corner and 164 feet due east from southwest fence corner. The midpoint between the two gravity instruments was 172 feet S. 30° W. from the mark, 285 feet due east from center line of County Highway K, 150 feet S. 30° E. from a southwest fence corner of fence along north side of field, 174 feet due north from south fence of field, and 284 feet N. 65° E. from triangulation station Merrill.

Elevation of knife edges was 1,339.3 feet. Elevation of mark is 1,338.0 feet.

U. S. 1097, Grand Rapids, Minn. (Itasca County, R. W. Woodworth, 1940).—Station is located on the county fairgrounds, in the city of Grand Rapids. It is in clear area between the caretaker's house and a small lake. The mark is a standard magnetic-station disk set in the top of a concrete post flush with the surface of the ground. It is 207 feet S. 85° W. from center line of fairground road (passing in front of caretaker's house), 334 feet S. 15° E. from southeast corner of cattle barn (largest of fair group), 88 feet N. 85° E. from center line of road along lake shore, and 372 feet N. 35° W. from junction of center lines of fairground road and east-west road (south boundary of fairground). The midpoint between the two gravity instruments was 107 feet N. 15° E. from the mark.

Elevation of knife edges was 1,297.6 feet. Elevation of mark is 1,297.6 feet.

U. S. 1098, Bemidji, Minn. (Beltrami County, R. W. Woodworth, 1940).—Station is located in the northwest corner of county courthouse square in the city of Bemidji. The mark is a standard triangulation disk stamped "BEMIDJI C.H. 1938" and set in the top of a concrete post flush with the surface of the ground. It is 51 feet due south from center line of Seventh Street, 66 feet due east from center line of Minnesota Avenue, 314 feet due west from center line of Beltrami Avenue, 319 feet due north from center line of Sixth Street, and 123 feet N. 50° W. from northwest corner of courthouse. The midpoint between the two gravity instruments was 10 feet N. 40° E. from the mark.

Elevation of knife edges was 1,372.1 feet. Elevation of mark is 1,371.4 feet.

U. S. 1099, Baudette, Minn. (Lake of the Woods County, R. W. Woodworth, 1940).—Station is located in the county fairgrounds at the southwesterly town limits, in the town of Baudette. It is west of the southeast gate into the fairgrounds. From the municipal building, go 0.55 mile along County Highway A to station. The mark is a standard bench mark disk stamped "V 189 1931" and set in the top of a concrete post projecting 5 inches above the ground. It is 30 feet due west from center line of north-south road, 27 feet due north from fairground road (continuation of County Highway A), 5 feet due north from a power line pole, and 8 feet N. 85° E. from southeast fence corner of fairground. The midpoint between the two gravity instruments was 212 feet S. 85° W. from the mark.

Elevation of knife edges was 1,090.4 feet. Elevation of mark is 1,089.5 feet.

U. S. 1100, Grand Forks, N. Dak. (Grand Forks County, R. W. Woodworth, 1940).—Station is located on the campus of the University of North Dakota in the city of Grand Forks near the westerly city limits. A standard gravity reference mark stamped "GRAND FORKS 1940" is set in the top of a concrete post flush with the surface of the ground. It is 210 feet S. 10° E. from center line of main campus drive (passing in front or north of library), 256 feet S. 80° W. from center line of drive between Science Hall and Liberal Arts Building, 102 feet N. 70° E. from center line of main campus drive (at a point opposite sidewalk into Chandler Hall), 154 feet N. 65° W. from northwesterly corner of Liberal Arts Building, 128 feet S. 60° W.

from southwesterly corner of library, 357 feet due south from center line of University Avenue, and 1,001 feet due south from most northerly rail of Great Northern Railway tracks. The midpoint between the two 24-inch concrete gravity piers is 34 feet N. 40° E. from the mark. The piers are set on a true north-south line, 5 feet apart, flush with the surface of the ground.

Elevation of knife edges was 832.6 feet. Elevation of mark is 831.9 feet.

U. S. 1101, Devils Lake, N. Dak. (Ramsey County, R. W. Woodworth, 1940).—Station is located at Gotimer Cabin Camp at the southwesterly city limits in the city of Devils Lake. It is at the junction of combined State Highways 20 and 57, an east-west road connecting with U. S. Highway 2, and a diagonal road running northeasterly connecting with U. S. Highway 2 at the underpass of the Great Northern Railway (0.2 mile easterly of depot). From junction of U. S. Highway 2 and State Highway 20 and 57 (at underpass of Great Northern Railway, 0.2 mile northwesterly from depot) station is 0.6 mile southerly along State Highway 20 and 57. A standard gravity reference mark stamped "DEVILS LAKE 1940" is set in the top of a concrete post flush with the surface of the ground. It is 35 feet N. 75° E. from center line of State Highway 20 and 57, 1 foot N. 75° E. from the westerly fence of the campgrounds, 397 feet N. 5° W. from center of intersection of State Highway 20 and 57, a road leading easterly, and a diagonal road leading northeasterly, 194 feet S. 85° W. from center line of diagonal road leading northeasterly, 35 feet due south from northerly fence of campgrounds, and 1,810 feet due south from triangulation station Devil. The midpoint between the two gravity instruments was 64 feet N. 80° E. from the mark.

Elevation of knife edges was 1,438.0 feet. Elevation of mark is 1,437.4 feet.

U. S. 1102, Rugby, N. Dak. (Pierce County, R. W. Woodworth, 1940).—Station is located in county fairgrounds, at the northeasterly town limits, in the town of Rugby. The mark is a standard magnetic-station disk (Magnetic Station South) set in the top of a concrete post flush with the surface of the ground. It is 393 feet N. 75° E. from center line of Foster Street (section line), 587 feet N. 10° W. from center line of First Street (section line—14th Standard Parallel), 306 feet S. 10° E. from Magnetic Station North, 100 feet S. 10° E. from southerly fence of football field, and 265 feet N. 10° W. from southerly boundary fence of fairgrounds. The midpoint between the two gravity instruments was 241 feet S. 70° W. from the mark.

Elevation of knife edges was 1,538.5 feet. Elevation of mark is 1,537.6 feet.

U. S. 1103, Minot, N. Dak. (Ward County, R. W. Woodworth, 1940).—Station is located in the State Fairgrounds at the northeasterly city limits in the city of Minot. A standard gravity reference mark stamped "MINOT 1940" is set in the top of a concrete post projecting 6 inches above the ground. It is at the northwesterly corner of the main grandstand (stucco), 49 feet due south from a fire hydrant, 273 feet N. 35° E. from door of Administration and Kiwanis Building, 1,210 feet N. 10° W. from center line of U. S. Highway 2 (point opposite center of south fairgrounds entrance), 778 feet N. 50° E. from center of northerly of 2 archways at main fairgrounds entrance, 754 feet N. 80° E. from easterly bank of Souris River (at footbridge over river), and 433 feet S. 25° E. from center of horse barn entrance (largest and most easterly of barn row). The midpoint between the two gravity instruments was 110 feet N. 25° W. from the mark.

Elevation of knife edges was 1,551.8 feet. Elevation of mark is 1,551.4 feet.

U. S. 1104, Ray, N. Dak. (Williams County, R. W. Woodworth, 1940).—Station is located in the town's tourist camp, between U. S. Highway 2 and Great Northern Railway tracks, at the southerly end of Main Street, in the town of Ray. A standard gravity reference mark stamped "RAY 1940" is set flush in the concrete driveway of the Farmers Union Oil Co. building. It is 42 feet S. 85° E. from the southeasterly corner of Farmers Union Oil Co. building, 2 feet S. 25° W. from edge of driveway, 45 feet N. 15° W. from center line of U. S. Highway 2, 232 feet S. 85° W. from the intersection of the center lines of U. S. Highway 2 and Main Street, 163 feet N. 60° E. from intersection of U. S. Highway 2 and first street west of Main Street, 438 feet N. 50° W. from intersection of center line of Main Street and northernmost rail of Great Northern Railway tracks. The midpoint between the two gravity instruments was 187 feet S. 15° E. from the mark.

Elevation of knife edges was 2,268.6 feet. Elevation of mark is 2,270.1 feet.

U. S. 1105, Dickinson, N. Dak. (Stark County, R. W. Woodworth, 1940).—Station is located in the new high school yard in the city of Dickinson. A standard gravity reference mark stamped "DICKINSON 1940" is set near the westerly end of the top concrete step of the rear (northerly) entrance of the high school. It is 54 feet N. 80° E. from northwesterly corner of the building, 210 feet N. 10° W. from center line of West Fourth Street, 164 feet S. 10° E. from center line of West Fifth Street, 397 feet S. 80° W. from center line of West Third Avenue, and 183 feet N. 80° E. from center line of the alley along the westerly side of the school building. The midpoint between the two gravity instruments was 135 feet N. 50° E. from the mark.

Elevation of knife edges was 2,437.9 feet. Elevation of mark is 2,437.2 feet.

U. S. 1106, Beulah, N. Dak. (Mercer County, R. W. Woodworth, 1940).—Station is located on the Northern Pacific Railway right-of-way near the railroad station in the town of Beulah. A standard gravity reference mark stamped "BEULAH 1940" is set in the top of a concrete post projecting 4 inches above the ground. It is at the northwesterly corner of the depot toilet, 81 feet N. 60° E. from the southeasterly corner of depot, 36 feet N. 20° W. from the northernmost rail of the main-line tracks, 321 feet S. 15° E. from center line of Main Street, 131 feet S. 15° E. from center line of alley south of Main Street, and 160 feet N. 65° E. from easterly edge of concrete sidewalk leading from depot to Main Street. The midpoint between the two gravity instruments was 81 feet N. 15° W. from the mark.

Elevation of knife edges was 1,780.1 feet. Elevation of mark is 1,779.8 feet.

U. S. 1107, Jamestown, N. Dak. (Stutsman County, R. W. Woodworth, 1940).—Station is located in the U. S. C. A. A. Airport, approximately 1½ miles (air line) to the northeast of the city of Jamestown. From post office in Jamestown, it is northerly and easterly along U. S. Highway 10. A standard gravity reference mark stamped "JAMESTOWN 1940" is set vertically in the west concrete foundation at the northwest corner of the U. S. C. A. A. Communication Building. It is 122 feet N. 10° W. from center line of U. S. Highway 10, 149 feet N. 80° E. from center line of State Highway 20, 273 feet S. 80° W. from the center of the base of the airway beacon, and 135 feet S. 10° E. from line of lights along south side of landing field. The midpoint between the two gravity instruments was 28 feet N. 40° W. from the mark and 410 feet N. 75° E. from triangulation station Jamestown Azimuth mark.

Elevation of knife edges was 1,493.8 feet. Elevation of mark is 1,491.6 feet.

U. S. 1108, Lidgerwood, N. Dak. (Richland County, R. W. Woodworth, 1940).—Station is located in the municipal park in the town of Lidgerwood, at the northerly town limits, on the northerly side of the Minneapolis, St. Paul & Sault Ste. Marie Railroad tracks. A standard gravity reference mark stamped "LIDGERWOOD 1940" is set in the top of a concrete post, flush with the surface of the ground. It is 0.3 mile N. 80° E. from State Highway 18, 0.2 mile S. 80° W. from half-section-line road, 180 feet N. 10° W. from center line of section-line road (north line of sec. 13, T. 130 N., R. 52 W.), 403 feet N. 10° W. from northerly rail of Minneapolis, St. Paul & Sault Ste. Marie Railway main-line tracks, 625 feet N. 35° E. from northeasterly corner of railway depot, and 22 feet N. 20° E. from park pump. The midpoint between the two gravity instruments was 42 feet S. 80° E. from the mark.

Elevation of knife edges was 1,084.9 feet. Elevation of mark is 1,084.8 feet.

U. S. 1109, Fargo, N. Dak. (Cass County, R. W. Woodworth, 1940).—Station is located on the campus of North Dakota State Agricultural College, at the northwesterly city limits in the city of Fargo. A standard gravity reference mark stamped "FARGO 1940" is set flush near the southerly edge of a concrete sidewalk (leading to fire escape) at the northwesterly corner of Administration Building. It is 50 feet due south from center line of street along northerly side of Administration Building, 554 feet due west from center line of Thirteenth Street (U. S. Highway 81—section and township line), 365 feet due north from center line of Eleventh Avenue (section and township line), 133 feet due north from center line of street along southerly side of Administration Building, 246 feet S. 70° E. from northeasterly corner of Engineering Building, and 8 feet due east from easterly edge of concrete sidewalk along westerly side of Administration Building. The midpoint between the two gravity instruments was 43 feet due west from the mark.

Elevation of knife edges was 900.1 feet. Elevation of mark is 900.0 feet.

U. S. 1110, Murphysboro, Ill. (Jackson County, R. W. Woodworth, 1941).—Station is located on the Gulf, Mobile & Ohio Railroad property, at the northeasterly corner of Nineteenth and Logan Streets, in the west central section of the city of Murphysboro. From post office in Murphysboro, go 0.3 mile westerly along Walnut Street, thence 0.2 mile northerly along Nineteenth Street to Logan Street. A standard gravity reference mark stamped "MURPHYSBORO 1941" is set in the top of a concrete post, flush with the surface of the ground. It is 67 feet due east from center line of Nineteenth Street, 60 feet due north from center line of Logan Street, and 509 feet due west from the most westerly rail of the Gulf, Mobile & Ohio Railroad tracks. The midpoint between the gravity instruments was 42 feet N. 45° E. from the mark.

Elevation of knife edges was 417.8 feet. Elevation of mark is 416.7 feet.

U. S. 1111, Poplar Bluff, Mo. (Butler County, R. W. Woodworth, 1941).—Station is located on the J. Minnie Smith School grounds in the northeasterly section of the city of Poplar Bluff. A standard gravity mark stamped "POPLAR BLUFF 1941" is set in the top of a concrete post, flush with the surface of the ground. It is 31 feet due south from center line of Washington Street, 75 feet due west from center line of North D Street, 276 feet due east from center line of North C Street, and 88 feet N. 55° E. from the north-

easterly corner of the school building. The midpoint between the two gravity instruments was 11 feet due south from the mark.

Elevation of knife edges was 336.8 feet. Elevation of mark is 336.2 feet.

U. S. 1112, Batesville, Ark. (Independence County, R. W. Woodworth, 1941).—Station is located on the triangular plat of ground formed by the junction of South Twelfth Street, East Boswell Street, and St. Louis Avenue, in the northeasterly part of the city of Batesville. A standard gravity mark stamped "BATESVILLE 1941" is set in the top of a concrete post, flush with the surface of the ground. It is 22 feet N. 50° E. from center line of South Twelfth Street, 44 feet S. 40° E. from the center line of East Boswell Street, 120 feet due south from center line of St. Louis Avenue, and 86 feet N. 60° E. from triangulation station Batesville. The midpoint between the two gravity instruments was 14 feet N. 35° E. from the mark.

Elevation of knife edges was 400.3 feet. Elevation of mark is 399.6 feet.

U. S. 1113, Coahoma, Miss. (Coahoma County, R. W. Woodworth, 1941).—Station is located in the center of the town of Coahoma. A standard gravity mark stamped "COAHOMA 1940" is set in the top of a concrete post, flush with the surface of the ground. It is 182 feet S. 20° W. from center line of public road leading west, 114 feet N. 20° E. from center line of West Walnut Street, and 190 feet N. 65° W. from west rail of the Yazoo & Mississippi Valley Railroad tracks. The midpoint between the two gravity instruments was 12 feet S. 75° E. from the mark.

Elevation of knife edges was 178.1 feet. Elevation of mark is 177.5 feet.

U. S. 1114, Lake Providence, La. (East Carroll Parish, R. W. Woodworth, 1941).—Station is located in the west central part of the town of Lake Providence. A standard gravity mark stamped "LAKE PROVIDENCE 1941" is set in the top of a concrete post, flush with the surface of the ground. It is 51 feet N. 10° E. from center line of Fourth Street, 203 feet N. 80° W. from prolongation of center line of Pecan Street, 152 feet S. 80° E. from the prolongation of center line of Barney Street, and 312 feet S. 10° E. from center line of Third Street. The midpoint between the two instruments was 14 feet N. 75° E. from the mark.

Elevation of knife edges was 101.9 feet. Elevation of mark is 101.5 feet.

U. S. 1115, Greenwood, Miss. (Leflore County, R. W. Woodworth, 1941).—Station is located at the northeast corner of Legion Field baseball park in the east edge of the city of Greenwood. A standard gravity reference mark stamped "GREENWOOD 1941" is set in the top of a concrete post, flush with the surface of the ground. It is 164 feet due south from center line of Carroll Avenue, 20 feet S. 85° W. from prolongation of center line of Madison Street, 16 feet due north from Legion Field caretaker's house, and 167 feet S. 5° W. from the intersection of the center lines of Carroll Avenue and Madison Street. The midpoint between the two gravity instruments was 20 feet due north from the mark.

Elevation of knife edges was 130.5 feet. Elevation of mark is 129.8 feet.

U. S. 1116, Oxford, Miss. (Lafayette County, R. W. Woodworth, 1941).—Station is located on the campus of the University of Mississippi in the town of Oxford. A standard gravity reference mark stamped "UNIVERSITY 1941" is set flush in the step of the east door of La Bouve Dormitory. It is 72 feet N. 30° W. from the southwesterly corner of Lamar Dormitory, 103 feet N. 55° E. from the southeasterly corner of Odom Dormitory, 111 feet N. 5° W. from the center line of the east-west street in front (south) of Lamar, La Bouve, and Odom Dormitories. The midpoint between the two gravity instruments was 44 feet S. 25° W. from the mark.

Elevation of knife edges was 504.7 feet. Elevation of mark is 504.8 feet.

U. S. 1117, Booneville, Miss. (Prentiss County, R. W. Woodworth, 1941).—Station is located on the east side of U. S. Highway 45 between College and State Streets in the southwesterly part of the town of Booneville. A standard gravity reference mark stamped "BOONEVILLE 1941" is set in the top of a concrete post, flush with the surface of the ground. It is 211 feet due north from center line of College Street, 17 feet due east from center line of Second Street (U. S. Highway 45), 106 feet due south from center line of State Street, and 643 feet due west from center line of First Street. The midpoint between the two gravity instruments was 57 feet S. 75° E. from the mark.

Elevation of knife edges was 543.4 feet. Elevation of mark is 542.9 feet.

U. S. 1118, Tuscumbia, Ala. (Colbert County, R. W. Woodworth, 1941).—Station is located on the south side of Ninth Street in the southwesterly part of the town of Tuscumbia. A standard gravity mark stamped "TUSCUMBIA 1941" is set in the top of a concrete post, flush with the surface of the ground. It is 70 feet due south from center line of Ninth Street at a point which is 226 feet S. 70° W. from the intersection of Ninth and Main Streets, 418 feet due south from the water's edge of the pond, 248 feet S. 85° W. from center

line of prolongation of Water Street, 410 feet S. 85° W. from east edge of Spring Creek, 86 feet S. 30° W. from high-tension pole No. 29, and 35 feet N. 15° W. from high-tension pole No. 30. The midpoint between the two gravity instruments was 10 feet due east from the mark.

Elevation of knife edges was 429.0 feet. Elevation of mark is 428.3 feet.

U. S. 1119, Tuscaloosa, Ala. (Tuscaloosa County, R. W. Woodworth, 1941).—Station is located on the campus of the University of Alabama in the northeasterly part of the city of Tuscaloosa. Two standard gravity marks stamped "UNIVERSITY 1941" are set in the top of two 24-inch concrete gravity piers, which are set in a north-south line 5.5 feet apart. The gravity instruments were set on these two gravity piers. The north mark is 215 feet due south from center line of the east-west street south of the Mining Engineering Building, 78 feet S. 5° E. from southeast corner of the Reserve Officers Training Camp Headquarters Building, 125 feet N. 85° W. from center line of the north-south street west of Chemistry Building, 186 feet N. 85° W. from northwest corner of Chemistry Building, 750 feet due north from center line of University Avenue (U. S. Highway 11), 971 feet due east from center line of the north-south street east of Administration Building, and 5.5 feet due north from the south mark.

Elevation of knife edges was 229.5 feet. Elevation of marks is 227.9 feet.

U. S. 1120, Forest, Miss. (Scott County, R. W. Woodworth, 1941).—Station is located in the tourist camp yard south of U. S. Highway 80, in the east edge of the town of Forest. A standard gravity reference mark stamped "FOREST 1941" is set in the top of a concrete post projecting 5 inches above the surface of the ground. It is 82 feet S. 5° E. from center line of U. S. Highway 80 at a point which is 0.7 mile (truck traverse) east from the intersection of this highway with State Highway 35 in town, 52 feet S. 5° E. from fence corner south of highway, 1 foot due east from north-south fence line, 515 feet N. 5° W. from center line of east-west street south of station. The midpoint between the two gravity instruments was 132 feet S. 85° E. from the mark.

Elevation of knife edges was 472.8 feet. Elevation of mark is 473.5 feet.

U. S. 1121, Natchez, Miss. (Adams County, R. W. Woodworth, 1941).—Station is located one block east of the top of the river bluff in the westerly part of the city of Natchez. A standard gravity reference mark stamped "NATCHEZ 1941" is set flush in the concrete sidewalk along the north side of Washington Street about midway of block. It is 143 feet S. 60° E. from center line of Broadway Street, 246 feet S. 60° E. from top edge of bluff, 348 feet S. 30° W. from center line of State Street, 162 feet N. 60° W. from center line of Canal Street, and 21 feet N. 30° E. from center line of Washington Street. The midpoint between the two gravity instruments was 22 feet N. 30° E. from the mark.

Elevation of knife edges was 193.2 feet. Elevation of mark is 192.7 feet.

U. S. 1122, Sarepta, La. (Webster Parish, R. W. Woodworth, 1941).—Station is located south of State Highway 70, 0.17 mile west from the intersection of State Highways 70 and 90, in the western part of the town of Sarepta. A standard gravity reference mark stamped "SAREPTA 1941" is set in the top of a concrete post, projecting 4 inches above the surface of the ground. It is 1.5 feet west of fence line separating the W. R. Boyett and the Cater Estates, 188 feet S. 5° E. from center line of State Highway 70, 744 feet S. 85° W. from center line between the Louisiana & Arkansas Railway tracks, 642 feet N. 85° E. from center line of street leading south to W. R. Boyett's home. The midpoint between the two gravity instruments was 147 feet S. 80° W. from the mark.

Elevation of knife edges was 259.5 feet. Elevation of mark is 258.0 feet.

U. S. 1123, Camden, Ark. (Ouachita County, R. W. Woodworth, 1941).—Station is located west of U. S. Highway 79, 0.25 mile south of highway bridge across Ouachita River, in the northeasterly edge of the town of Camden. A standard gravity mark stamped "CAMDEN 1941" is set in the top of a concrete post projecting 4 inches above the surface of the ground. It is 341 feet N. 35° W. from center line of new U. S. Highway 79, 1,214 feet S. 75° E. from east rail of main track of the St. Louis & Southwestern Railway, in front of a concrete coal chute, 826 feet N. 35° E. from the center of Camden Furniture Co. water tank, and 457 feet N. 35° W. from center line of old ferry road (old State Highway 7). The mark was set at the midpoint between the gravity instruments.

Elevation of knife edges was 107.0 feet. Elevation of mark is 106.7 feet.

U. S. 1124, De Queen, Ark. (Sevier County, R. W. Woodworth, 1941).—Station is located in the county fairgrounds at the south edge of the town of De Queen. A standard gravity reference mark stamped "DE QUEEN 1941" is set in concrete post, projecting 5 inches above the ground. It is 452 feet S. 85° W. from center line of U. S. Highway 41, 249 feet S. 35° E. from center line of De Queen & Eastern Railroad tracks,

5 feet N. 85° E. from light pole, 163 feet N. 75° W. from northwest corner of Recreation Building. The midpoint between the two gravity instruments was 32 feet S. 15° E. from the mark.

Elevation of knife edges was 355.0 feet. Elevation of mark is 354.9 feet.

U. S. 1125, Fayetteville, Ark. (Washington County, R. W. Woodworth, 1941).—Station is located in City Park in the north central part of the town of Fayetteville. A standard gravity mark stamped "FAYETTEVILLE 1941" is set in a concrete post, flush with the surface of the ground. It is 142 feet S. 5° E. from center line of Prospect Street, 208 feet S. 85° W. from prolongation of center line of Park Street, 261 feet N. 10° W. from prolongation of center line of Trenton Boulevard, 317 feet N. 10° W. from center line of small creek, and 192 feet N. 85° E. from prolongation of center line of Woolsey Street. The midpoint between the two gravity instruments was 11 feet S. 20° E. from the mark.

Elevation of knife edges was 1,363.8 feet. Elevation of mark is 1,363.4 feet.

U. S. 1126, Treat, Ark. (Pope County, R. W. Woodworth, 1941).—Station is located on an abandoned sawmill site, 1.7 miles south from Treat along Maupin Flat Road. It is at the junction of Maupin Flat Road and a road across an old steel bridge leading to Ross School. A standard gravity mark stamped "TREAT 1941" is set in the top of a concrete post, projecting 4 inches above the ground. It is 36 feet N. 81° E. from center line of Maupin Flat Road, 208 feet N. 10° W. from intersection of center lines of steel bridge and Indian Creek, 476 feet N. 35° E. from intersection of center lines of concrete bridge and Indian Creek, 208 feet S. 16° E. from junction of Maupin Flat Road and a road forking easterly, 72 feet N. 45° E. from bench mark Q 126, and 207 feet N. 10° W. from center line of easterly road running along base of hill. The midpoint between the two gravity instruments was 11 feet N. 17° E. from the mark.

Elevation of knife edges was 647.9 feet. Elevation of gravity mark is 647.7 feet.

U. S. 1127, Forsyth, Mo. (Taney County, R. W. Woodworth, 1941).—Station is located at the garage of L. L. Parish, on State Highway 76, at the westerly edge of the town of Forsyth. A standard gravity reference mark stamped "FORSYTH 1941" is set in the top of a concrete post, projecting 3 inches above the ground. It is 98 feet S. 5° E. from center line of State Highway 76, 126 feet S. 83° W. from center line of dirt lane running southerly from State Highway 76 and parallel to State Highway 80, 560 feet N. 7° W. from north bank of White River, 584 feet S. 85° W. from junction of center lines of State Highways 76 and 80, 44 feet S. 18° W. from southwesterly corner of L. L. Parish's garage, and 2 feet N. 18° E. from fence corner. The midpoint between the two gravity instruments was 22 feet N. 18° E. from the mark.

Elevation of knife edges was 676.4 feet. Elevation of mark is 675.9 feet.

U. S. 1128, MSM, Mo. (Phelps County, R. W. Woodworth, 1941).—Station is located on the campus of the Missouri School of Mines, at the northerly edge of the town of Rolla. The mark is a standard triangulation station disk stamped "MSM 1934" set in the top of a concrete post, projecting 10 inches above the ground. It is 57 feet S. 85° E. from center line of Vichy Road, 96 feet N. 5° W. from center line of Sixteenth Street prolonged, 524 feet N. 82° E. from center line of State Street, and 42 feet S. 20° E. from center line of an east-west street running between State Street and Vichy Road. The midpoint between the two gravity instruments was 84 feet S. 85° W. from the mark.

Elevation of knife edges was 1,167.3 feet. Elevation of mark is 1,165.9 feet.

U. S. 1129, Warsaw, Mo. (Benton County, R. W. Woodworth, 1941).—Station is located in Lay's Park, at the northwesterly edge of the town of Warsaw. From junction of Webster Street and Windsor Road, it is 0.3 mile to station by road. A standard gravity mark stamped "WARSAW 1941" is set in the top of a concrete post, projecting 1 inch above the ground. It is 95 feet S. 74° E. from center line of a road running southwesterly from Windsor Road through Lay's Park, 572 feet S. 24° W. from center line of Windsor Road, 94 feet N. 80° W. from northernmost of two fieldstone fireplaces on east side of road through park. The midpoint between the two gravity instruments was 12 feet S. 28° E. from the mark.

Elevation of knife edges was 746.0 feet. Elevation of mark is 745.7 feet.

U. S. 1130, Lawrence, Kans. (Douglas County, R. W. Woodworth, 1941).—Station is located on the campus of the University of Kansas, at the south central edge of the city of Lawrence. A standard gravity mark stamped "UNIVERSITY 1941" is set in the top of a concrete post, flush with the surface of the ground. It is 88 feet N. 74° E. from the southeast corner of Fraser Hall, 200 feet S. 13° E. from the northwest corner of Blake Hall, 25 feet N. 74° E. from center line of University River on the east-side park in front of Fraser Hall, 161 feet N. 82° E. from center line of University Drive on the west side of this same park, and 96 feet S. 17° W. from a red and white stake which is part of the university coordinate system. The midpoint between the two gravity instruments was 10 feet N. 17° E. from the mark.

Elevation of knife edges was 1,031.2 feet. Elevation of mark is 1,030.4 feet.

U. S. 1131, Linneus, Mo. (Linn County, R. W. Woodworth, 1941).—Station is located in the city park in the east central part of the town of Linneus. A standard gravity reference mark stamped "LINNEUS 1941" is set flush in the northeast corner of the concrete floor of a pavilion. It is 163 feet due south from State Street, 446 feet due east from center line of Chicago, Burlington & Quincy Railroad main-line tracks, 422 feet due west from center line of Fillmore Street, and 702 feet due east from center line of State Highway 5. The midpoint between the two gravity instruments was 28 feet due north from the mark.

Elevation of knife edges was 802.5 feet. Elevation of mark is 801.6 feet.

U. S. 1132, Hamilton, Ill. (Hancock County, L. F. Caouette, 1941).—Station is located in the city park on the northerly edge of the town of Hamilton. A standard gravity mark stamped "HAMILTON 1941" is set in the top of a concrete post, flush with the surface of the ground. It is 305 feet S. 85° W. from center line of Seventh Street, 174 feet S. 1° E. from center line of State Highway 10, 12 feet N. 1° W. from center line of northerly of two roads leading into the park, 74 feet N. 1° W. from center line of southerly of two roads leading into park, and 65 feet N. 75° E. from the southeast corner of a brick fireplace. The midpoint between the two gravity instruments was 12 feet S. 12° E. from the mark.

Elevation of knife edges was 635.7 feet. Elevation of mark is 635.0 feet.

U. S. 1133, Iowa City, Iowa (Johnson County, L. F. Caouette, 1941).—Station is located on the campus of the University of Iowa, in the central part of Iowa City. A standard gravity reference mark stamped "UNIVERSITY 1941" is set flush in a granite window sill of the Physics Building (the third window north of the southeasterly corner of the building). It is 147 feet N. 10° W. from center line of Washington Street, 492 feet S. 80° W. from center line of Clinton Street, 116 feet due west from the southwesterly corner of the Liberal Arts Building, and 42 feet N. 10° W. from the southeasterly corner of the Physics Building. The midpoint between the two gravity instruments was 101 feet N. 75° E. from the mark.

Elevation of knife edges was 696.4 feet. Elevation of mark is 696.4 feet.

U. S. 1134, Dallas Center, Iowa (Dallas County, L. F. Caouette, 1941).—Station is located in the municipal park in the town of Dallas Center. A standard gravity mark stamped "DALLAS CENTER 1941" is set in the top of a concrete post, flush with the surface of the ground. It is 475 feet due east of triangulation station Dallas, 31 feet N. 85° E. from center line of Percival Street, 309 feet S. 5° E. from center line of Walnut Street, 325 feet S. 85° W. from center line of Hatton Street, and 71 feet N. 5° W. from center line of Sycamore Street. The midpoint between the two gravity instruments was 9 feet due east of the mark.

Elevation of knife edges was 1,067.0 feet. Elevation of mark is 1,066.5 feet.

U. S. 1135, Canton, S. Dak. (Lincoln County, L. F. Caouette, 1941).—Station is located in the municipal park along the Big Sioux River, in the city of Canton. A standard gravity mark stamped "CANTON 1941" is set in the top of a concrete post projecting 3 inches above the surface of the ground. It is at the southwesterly corner of a confection stand, 73 feet N. 75° E. from center line of park road, 28 feet N. 55° E. from light post No. 120, 165 feet N. 35° W. from the southwesterly corner of a concrete pier (former lifesaving station) on westerly bank of Big Sioux River, 193 feet S. 85° E. from southeasterly corner of cement block comfort station. The midpoint between the two gravity instruments was 15 feet N. 75° W. from the mark.

Elevation of knife edges was 1,228.8 feet. Elevation of mark is 1,228.6 feet.

U. S. 1136, Oneta, Okla. (Wagoner County, A. J. Hoskinson, 1948).—Station is located 0.3 mile east of the Missouri-Kansas-Texas Railroad station at Oneta, south of a section-line road crossing the tracks 0.2 mile east of the railroad station, and in a triangle between the county road and the railroad. The pendulum apparatus was set in the ground 39 yards due north of a standard gravity reference mark. This mark is stamped "ONETA 1948" and is set in the top of a 6-inch tile filled with plaster of paris and projecting about 1 foot above ground, in the fence line at the boundary between the railroad and the county road.

The mark is 3 feet higher than the knife edges. The elevation of the knife edges is 710 feet by barometric leveling from bench mark V 137 (718 feet).

U. S. 1137, Drumright, Okla. (Creek County, A. J. Hoskinson, 1948).—Station is located 1.9 miles north along State Highway 99 from the junction of State Highway 67 at Drumright, on the western side of the highway, in the center of a large triangle where the highway turns directly east, 600 feet west and 253 feet south of the intersection of an east-west section-line road. The pendulum apparatus was set in the ground 100 feet due south of a standard gravity reference disk. This mark is stamped "DRUMRIGHT 1948" and is set in the top of a 6-inch tile filled with plaster of paris and projecting about 1 foot above the ground.

The mark is 2 feet higher than the knife edges. The elevation of the knife edges is 814 feet by barometric leveling from bench mark Q 49 (937 feet).

U. S. 1138, Nowata, Okla. (Nowata County, A. J. Hoskinson, 1948).—Station is located 7 miles west along U. S. Highway 60 from the junction of U. S. Highway 169 at Nowata, thence 0.4 mile north along a section-line road (which goes over a small hill north of the station), on the east side of the road, and in ground where an old abandoned house once stood. The pendulum apparatus was set in the ground 35 yards south and 12 yards east of a standard gravity reference mark. This mark is stamped "NOWATA 1948" and is set in the top of a tile filled with plaster of paris, in the fence corner forming the northwest corner of the ground about the home site, and 9 yards east of the center line of the road.

The mark is at the same elevation as the knife edges. The elevation of the knife edges is 829 feet by barometric leveling from bench mark K 135 (801 feet).

U. S. 1139, Vivian, Okla. (McIntosh County, A. J. Hoskinson, 1948).—Station is located 6.6 miles west along State Highway 9 from the junction of U. S. Highway 69 at Eufala. The pendulum apparatus was set in the ground 183 yards south and 162 yards east of the center of the intersection of State Highway 9 and a north-and-south section-line road, and on private property just south of a grove of trees. A standard gravity reference mark, stamped "VIVIAN 1948" and set in the top of a tile filled with plaster of paris and projecting about 1 foot above the ground, was set in the fence line on the east side of the road and 180 yards south of the intersection.

The elevation of the knife edges is 738 feet by barometric leveling from bench mark Y 60 (617 feet).

U. S. 1140, Brent, Okla. (Sequoyah County, A. J. Hoskinson, 1948).—Station is located about 5.3 miles south along U. S. Highway 59 from the junction of U. S. Highway 64 at the west edge of Sallisaw, about 3.4 miles northwest along U. S. Highway 59 from the bridge over the Arkansas River, in an open field on the east side of the highway, and directly east of a dirt road leading to a farmhouse west of the highway. The pendulum apparatus was set in the ground 45 yards due east of a standard gravity reference mark. This mark is stamped "BRENT 1948" and is set in the top of a tile filled with plaster of paris and projecting about 1 foot above the ground, in the line of telephone poles on the east side of the highway, and 5 yards south of the center of intersection of the farm road.

The mark is at the same elevation as the knife edges. The elevation of the knife edges is 519 feet by barometric leveling.

U. S. 1141, Proctor, Okla. (Adair County, A. J. Hoskinson, 1948).—Station is located about 5.5 miles east along U. S. Highway 62 from Proctor, 235 yards south of the highway bridge over Courthouse Creek, at the site of an old railroad bridge, in the valley formed by the stream, and 25 yards west of the western bank of the stream. The pendulum apparatus was set in the ground 33 yards east of a standard gravity reference mark stamped "PROCTOR 1948" and set in the west concrete footing of the old railroad bridge.

The elevation of the knife edges is 809 feet by barometric leveling from bench mark A 165 (788 feet).

U. S. 1142, Seminole, Okla. (Seminole County, A. J. Hoskinson, 1948).—Station is located 2 miles north and 5.5 miles east of Seminole, on the north side of State Highway 9, 5.8 miles east of the junction of State Highways 99 and 9, and at the point where State Highway 9 turns south and leaves the section-line road. The pendulum apparatus was set in the ground 9 yards northwest of a standard gravity reference mark. This mark is stamped "SEMINOLE 1948" and is set in the top of a tile, on the north side of the road, near the western end of a small cut about 5 feet deep, and 60 yards southeast of a white house.

The mark is at the same elevation as the knife edges. The elevation of the knife edges is 953 feet by barometric leveling from bench mark G 149 (870 feet).

U. S. 1143, Burbank, Okla. (Osage County, A. J. Hoskinson, 1948).—Station is located 2.5 miles east along U. S. Highway 60 from Burbank, in the large triangle formed by the western junction of U. S. Highway 60 and State Highway 18, about 2 miles west of the eastern junction of these highways. The pendulum apparatus was set in the ground about 65 yards northwest of a standard gravity reference mark. This mark is stamped "BURBANK 1948" and is set in the top of a tile filled with plaster of paris and projecting about 1 foot above the ground, in the fence line on the east side of State Highway 18, and about 60 yards north of the southern tip of the triangle.

The elevation of the knife edges is 1,131 feet by barometric leveling from bench mark T 50 (936 feet).

U. S. 1144, Fairland, Okla. (Ottawa County, A. J. Hoskinson, 1948).—Station is located 0.75 mile northeast along U. S. Highway 60 from the crossing of the Kansas, Oklahoma & Gulf Railroad at Fairland, on the south side of the highway, and near the eastern central part of a small triangle at the crossing of the highway and an east-west county road. The pendulum apparatus was set in the ground. A standard gravity reference mark stamped "FAIRLAND 1948" was set in the north end of a concrete culvert under the east-west county road at the western tip of the triangle.

The mark is 3 feet lower than the knife edges. The elevation of the knife edges is 851 feet by barometric leveling from bench mark V 163 (838 feet).

U. S. 1145, Mound, Kans. (Linn County, A. J. Hoskinson, 1948).—Station is located 2.95 miles west along State Highway 52 from the west junction of U. S. Highway 69 at Mound City, on the north side of the highway, and in a low area 20 yards north and 20 yards west of a concrete culvert under the highway. The pendulum apparatus was set in the ground. A standard gravity reference mark stamped "MOUND 1948" was set in the north wall of the concrete culvert.

The mark is 3 feet higher than the knife edges. The elevation of the knife edges is 881 feet by barometric leveling from bench mark Y 276 (840 feet).

U. S. 1146, Pittsburg, Kans. (Crawford County, A. J. Hoskinson, 1948).—Station is located 4.1 miles north of the center of Pittsburg, in a State Park. Take U. S. Highway 69 north from Pittsburg to the southwest corner entrance to the State Park, follow gravel road through the entrance gate, and take the first road to the right which comes to a dead end in 0.1 mile. The pendulum apparatus was set in the ground, at a circle and gate to elk and buffalo pasture, on the south side of the circle, 13 yards south of the center line of gravel road, and 25 yards west of the fence line. A standard gravity reference mark stamped "PITTSBURG 1948" was set in the north-south fence line 7 yards south of gate.

The elevation of the mark and the knife edges is 937 feet by barometric leveling from the railroad track elevation at Pittsburg (938 feet).

U. S. 1147, Neodesha, Kans. (Wilson County, A. J. Hoskinson, 1948).—Station is located 6 miles east of Neodesha, 3 miles east of the junction of State Highway 37 and U. S. Highway 75, and in the schoolyard of "Center District 71." The gravity apparatus was set in the ground 26 yards south and 12 yards east of the southeast corner of the schoolhouse. A standard gravity reference mark stamped "NEODESHA 1948" was set in the top of a 4-inch tile filled with plaster and projecting 12 inches above the ground, on the south side of the schoolhouse, 3 yards west of the southeast corner and 1 foot south of the south wall.

The mark is 3 feet higher than the knife edges. The elevation of the knife edges is 891 feet by barometric leveling from bench mark Neodesha (819 feet).

U. S. 1148, Burlington, Kans. (Coffey County, A. J. Hoskinson, 1948).—Station is located near the southern limits of the city of Burlington, in "Kelley" baseball park, 1 block east of U. S. Highway 75, and south of the Atchison, Topeka & Santa Fe Railway track. The pendulum apparatus was set in the ground 40 yards due east of a standard gravity reference mark. This mark is stamped "BURLINGTON 1948" and is set in the top of a 4-inch tile filled with plaster of paris and projecting about 8 inches above the ground, in the line of telephone poles on the east side of the street, and 24 yards south of the center entrance monument of the entrance gate at the west side of the park.

The elevation of the knife edges is 1,017 feet by barometric leveling from the Missouri-Kansas-Texas Railroad track at Burlington (1,035 feet).

U. S. 1149, Boyle, Kans. (Jefferson County, A. J. Hoskinson, 1948).—Station is located 1 mile east of Boyle, at the junction of U. S. Highway 59 and State Highway 192. The pendulum apparatus was set in the ground, 28 yards east of the center line of U. S. Highway 59, 8 yards north of center line of State Highway 192, and in the north half of a large grassy triangle at the intersection. A standard gravity reference mark stamped "BOYLE 1948" was set in the top of the west post of the north end of a culvert just west of the junction and under the dirt road leading west.

The mark is 6 feet higher than the knife edges. The elevation of the knife edges is 1,128 feet by barometric leveling from bench mark J 256 (1,128 feet).

U. S. 1150, Pratt, Kans. (Pratt County, G. R. Shelton, 1948).—Station is located about 2 miles east of Pratt, in northwest corner of NE¼ sec. 1, T. 28 S., R. 13 W., at the junction of U. S. Highway 54 and State Highway 64, on the south side of U. S. Highway 54, in the center of a large grassy triangle formed by the junction of the highways, on the center line of State Highway 64 extended, 66 yards east of the center line of the west leg of the wye, 51 yards north of south apex of triangle, and 180 yards south of center line of U. S. Highway 54. The pendulum apparatus was set in the ground 70 feet south-southeast of a standard gravity reference mark. This mark is stamped "PRATT 1948" and is set in moulding plaster 4 feet south of the first telephone pole south of the highway on a line leading south to a farm house.

The elevation of the mark and the knife edges is 1,845 feet by barometric leveling from bench mark E 36 (1,891 feet).

U. S. 1151, Carbondale, Kans. (Osage County, G. R. Shelton, 1948).—Station is located 2 miles south of Carbondale, in the southwest quadrant formed by the junction of U. S. Highways 50N and 75, 32 yards west of U. S. Highway 75, 42 yards south of U. S. Highway 50N, 13 yards northeast of the approach road, and in a grassy triangle formed by the intersection of the highways and approach road. The pendulum apparatus was set in the ground 18 feet south of a standard gravity mark stamped "CARBONDALE 1948" and set in moulding plaster in a 4-inch tile pipe.

The elevation of the mark and the knife edges is 1,103 feet by barometric leveling from railroad track elevation at Carbondale (1,089.7 feet).

U. S. 1152, Newton, Kans. (Harvey County, G. R. Shelton, 1948).—Station is located about 2.7 miles east along U. S. Highway 50S from Newton, in the southeast corner of sec. 3, T. 23 S., R. 1 E., 50 feet west and 90 feet north of the section corner, and in a large grassy triangle formed by two county roads, the Atchison, Topeka & Santa Fe Railway, and the highway. There is a border of trees along the east side of the north-south county road. The pendulum was set in the ground 180 feet southeast of the center line of the south railroad track and 60 feet northwest of a standard gravity reference mark stamped "NEWTON 1948" and set in a tile filled with plaster near the junction of the county roads.

The elevation of the mark and knife edges is 1,496 feet by barometric leveling from bench mark V 212 (1,491.5 feet).

U. S. 1153, Olathe, Kans. (Johnson County, G. R. Shelton, 1948).—Station is located 2.5 miles southwest along U. S. Highway 50 from the intersection of State Highway 7 at the west side of Olathe, in the SE¼ sec. 4, T. 14 S., R. 23 E., 0.6 mile east of the point where U. S. Highway 50 turns south and a section-line dirt road continues west, 15 yards north of the section line, 19 yards north of the fence line, about 40 yards north of a two-story white frame farmhouse, 60 yards west of a dirt road, and 30 yards southeast of the center line of the highway. The pendulum apparatus was set in the ground 60 yards east of a standard gravity reference mark. This mark is stamped "OLATHE 1948" and is set in tile filled with plaster, in the corner of the triangle formed by the dirt road and U. S. Highway 50.

The elevation of the mark and the knife edges is 1,088 feet by barometric leveling from the railroad track elevation at Olathe (1,056 feet).

U. S. 1154, Norton, Kans. (Norton County, G. R. Shelton, 1948).—Station is located at Norton, 0.2 mile east of the intersection of U. S. Highways 36 and 283, in the NW¼ sec. 35, T. 3 S., R. 22 W., 14 yards south of cabin No. 4 of Hill Top Court, 81 yards south of the center line of U. S. Highway 36, and 17 yards east of a dirt road leading south. The pendulum apparatus was set in the ground 27 feet north of a standard gravity mark stamped "NORTON 1948" and set in moulding plaster on the property line.

The elevation of the mark and the knife edges is 2,321 feet by barometric leveling from bench mark H 11 (2,273 feet).

U. S. 1155, Red Cloud, Nebr. (Webster County, G. R. Shelton, 1948).—Station is located at Red Cloud, in the SW¼ sec. 36, T. 2 N., R. 11 W., 0.25 mile east of U. S. Highway 281, 188 yards north of State Highway 3, in the northeast corner of a ball park, 115 yards east of the entrance to the park, 50 feet west of a north-south fence line, and 30 yards south of the north boundary of the park. The pendulum apparatus was set in the ground 50 feet west of a standard gravity reference mark, stamped "RED CLOUD 1948" and set in moulding plaster in the fence line.

The elevation of the mark and the knife edges is 1,709 feet by barometric leveling from railroad track elevation at Red Cloud (1,690 feet).

U. S. 1156, Dorchester, Nebr. (Saline County, G. R. Shelton, 1948).—Station is located 2.6 miles west along U. S. Highway 6 from the right-angle turn in the highway at Dorchester, in the SW¼ sec. 14, T. 8 N., R. 2 E., 0.5 mile west of the Chicago, Burlington & Quincy Railroad overpass, and 0.50 mile east of a section-line road. The pendulum apparatus was set in the ground, in the yard of District School No. 74, 25 yards north of the center line of the highway, 60 feet south of the schoolhouse, and 18 yards west of a gravel drive. A standard gravity reference mark stamped "DORCHESTER 1948" was set in moulding plaster, in the west wing wall of a concrete culvert on the north side of the highway.

The mark is 2 feet above the knife edges. The elevation of the knife edges is 1,497 feet by barometric leveling from railroad track elevation at Dorchester (1,489 feet).

U. S. 1157, Fullerton, Nebr. (Nance County, G. R. Shelton, 1948).—Station is located 1.2 miles south along State Highway 14 from Fullerton, in the NE¼ sec. 23, T. 18 N., R. 6 W., 46 yards west of the center line of the highway, 93 yards northwest of a half-section-line road leading to the airport, across the highway from a golf course, about 200 yards south of Loup River, about 50 yards east of the Riverview Bowling

Alley, and about 100 yards north of a Mobilgas Service Station. The pendulum apparatus was set in the ground 25 feet west of a standard gravity mark stamped "FULLERTON 1948" and set in moulding plaster in the fence line.

The elevation of the mark and the knife edges is 1,626 feet by barometric leveling from bench mark M 136 (1,657 feet).

U. S. 1158, Broken Bow, Nebr. (Custer County, G. R. Shelton, 1948).—Station is at Broken Bow, in the NW¼ sec. 32, T. 17 N., R. 20 W., 0.55 mile west along State Highway 2 and 92, from the intersection of State Highway 21 at the southeast corner of the public square, 1.30 miles southeast of point where State Highway 2 and 92 turns north of a section line, in the northwest corner of lawn in front of "Court Perfect" Auto Court, 38 yards north of center line of the highway, 30 yards west of center line of driveway to auto court, and 15 yards south of the southwest corner of a row of red brick cottages. The pendulum apparatus was set in the ground 15 feet east of a standard gravity mark stamped "BROKEN BOW 1948" and set in a tile filled with moulding plaster 5 feet from an elm tree.

The elevation of the mark and the knife edges is 2,485 feet by barometric leveling from bench mark Z 59 (2,475 feet).

U. S. 1159, Atkinson, Nebr. (Holt County, G. R. Shelton, 1948).—Station is located 2.3 miles west along U. S. Highway 20 from the junction of State Highway 11 at Atkinson, 0.2 mile south of the northeast corner of sec. 25, T. 30 N., R. 15 W. The pendulum apparatus was set in the ground, in a hay field, 74 yards north of the highway, and 21 yards west of the section-line road. A standard gravity reference mark stamped "ATKINSON 1948" was set in moulding plaster in the west wing wall of a concrete culvert under the section-line road.

The mark is 2½ feet lower than the knife edges. The elevation of the knife edges is 2,122 feet by barometric leveling from bench mark K 219 (2,116 feet).

U. S. 1160, Norway, Nebr. (Thomas County, G. R. Shelton, 1948).—Station is located at Norway, in sec. 6, T. 23 N., R. 20 W., 162 yards northwest of the railroad station signboard, 55 yards south of the center line of State Highway 2, 20 yards north of the railroad, and 16 yards west of the track road leading south. The pendulum apparatus was set in the ground, 25 feet northwest of a standard gravity reference mark. This mark is stamped "NORWAY 1948" and is set in moulding plaster, 5 feet west of a telephone pole on the west side of the track road and north of the railroad.

The mark is 1 foot higher than the knife edges. The elevation of the knife edges is 2,907 feet by spirit leveling from the railroad track elevation at Norway (2,911 feet).

U. S. 1161, Gordon, Nebr. (Sheridan County, G. R. Shelton, 1948).—Station is located in Gordon, in the NW¼ sec. 31, T. 33 N., R. 41 W., 246 yards east and 185 yards south of the intersection of U. S. Highway 20 and State Highway 27 which form the northwest corner of sec. 31, on the south side of a ball park, 58 yards west of the north-south fence which is the boundary of the ball park, and 5 yards north of a fence line. The pendulum apparatus was set in the ground 10 feet north of a standard gravity mark stamped "GORDON 1948" and set in moulding plaster 5 feet north of the fence line.

The elevation of the mark and the knife edges is 3,552 feet by barometric leveling from railroad track elevation at Gordon (3,554 feet).

U. S. 1162, New Raymer, Colo. (Weld County, G. R. Shelton, 1948).—Station is located 0.3 mile east of the railroad station at New Raymer, in the northwest corner of a small airfield, in the NW¼ sec. 2, T. 7 N., R. 58 W., 0.27 mile south of the section corner, 78 yards south of the center line of State Highway 14, and 28 yards east of a section-line county road. The pendulum apparatus was set in the ground 60 feet east of a standard gravity mark, stamped "NEW RAYMER 1948" and set in a tile pipe 2 feet east of a fence line.

The elevation of the mark and the knife edges is 4,768 feet by barometric leveling from bench mark P 207 (4,772.8 feet).

U. S. 1163, Genoa, Colo. (Lincoln County, G. R. Shelton, 1948).—Station is located 2.6 miles west of Genoa, in the southeast corner of the NE¼ sec. 16, T. 9 S., R. 55 W., in a grass field between U. S. Highway 24 and the Chicago, Rock Island & Pacific Railroad, 180 yards south of the railroad, 67 yards north of the center line of the highway, 42 yards west of a section-line county road, and 55 yards northwest of a highway marker. The pendulum apparatus was set in the ground 15 feet east of a standard gravity mark stamped "GENOA 1948."

The elevation of the mark and the knife edges is 5,496 feet by spirit leveling from bench mark W 58 (5,508 feet).

U. S. 1164, Craig, Colo. (Moffat County, G. R. Shelton, 1948).—Station is located in Craig, 0.61 mile east of the junction of U. S. Highway 40 and State Highway 13 in the center of town, 0.19 mile south of U. S. Highway 40, in the NW¼ sec. 6, T. 6 N., R. 90 W., near the southeast corner of the rodeo and athletic field, 110 yards north of the Denver & Salt Lake Railroad, 90 yards north of south fence, and 42 yards west of east fence. The pendulum apparatus was set in the ground 123 feet west of a standard gravity reference mark stamped "CRAIG 1948" and set in a tile pipe 3 feet west of the fence line.

The elevation of the mark and the knife edges is 6,185 feet by barometric leveling from bench mark Craig (6,184.7 feet).

U. S. 1165, Gypsum, Colo. (Eagle County, G. R. Shelton, 1948).—Station is located 0.9 mile east along U. S. Highway 6 and 24 from the junction of State Highway 107 at Gypsum, in the southeast corner of the NW¼ sec. 4, T. 5 S., R. 85 W., 0.45 mile west of the dirt road leading south 0.65 mile to a section-line road, 0.10 mile east of a dirt road leading south, in the northwest corner of a hay field, 66 yards south of the highway, and 75 yards east of a concrete culvert. The pendulum apparatus was set in the ground 85 feet south-southeast of a standard gravity reference mark stamped "GYPSUM 1948" and set in the southwest corner of a fence around a hay stack.

The elevation of the mark and the knife edges is 6,384 feet by barometric leveling from bench mark J 269 (6,319.5 feet).

U. S. 1166, Egnar, Colo. (Miguel County, G. R. Shelton, 1948).—Station is located 0.5 mile north along State Highway 80 from the post office at Egnar, at the first sharp turn in the highway and at the junction of a section-line road, in the northwest corner of sec. 11, T. 42 N., R. 19 W., and 42 feet east of the U. S. General Land Office section-corner marker. The pendulum apparatus was set in the ground 15 feet northeast of a standard gravity mark stamped "EGNAR 1948" and set in a rock outcrop.

The elevation of the mark and the knife edges is 7,366 feet by trigonometric leveling.

U. S. 1167, W-213 (B.G.C.), Colo. (La Plata County, G. R. Shelton, 1948).—Station is located 8 miles southeast of Durango, at the post office at Falfa, in the southwest corner of sec. 6, T. 34 N., R. 8 W., 20 yards north of U. S. Highway 160, 47 yards east of State Highway 172, 20 yards east of the post office, and 25 feet west of a fence. A Brown Geophysical Co. tag is on a power pole 15 feet west of the post office. The pendulum apparatus was set in the ground 25 feet west of a standard gravity reference mark stamped "W 213 B.G.C." and set in a tile in the fence line.

The elevation of the mark and the knife edges is 6,960 feet by trigonometric leveling.

U. S. 1168, Hooper, Colo. (Alamosa County, G. R. Shelton, 1948).—Station is located 0.7 mile south along the Denver & Rio Grande Western Railroad from the station at Hooper, in the NE¼ sec. 9, T. 40 N., R. 9 E., 0.34 mile west of a section-line road, 40 yards south of a section-line road, 20 yards east of State Highway 17, 33 yards west of the railroad, and about 45 yards southwest of bench mark R 33. The pendulum apparatus was set in the ground 45 feet south-southeast of a standard gravity reference mark, stamped "HOOPER 1948" and set in the east head wall of a concrete culvert.

The mark is 2 feet higher than the knife edges. The elevation of the knife edges is 7,556.5 feet by spirit leveling from bench mark R 33 (7,558.2 feet).

U. S. 1169, W-236 (B.G.C.), Colo. (Las Animas County, G. R. Shelton, 1948).—Station is located 6 miles south along U. S. Highway 85 from Trinidad, 0.15 mile south of a truck checking station, 75 yards north of the north end of a concrete bridge, 23 yards east of the center line of the highway, 60 yards north of the Brown Geophysical Co. observation point, and at the same elevation. The pendulum apparatus was set in the ground 42 feet northeast of a standard gravity reference mark stamped "W 236 B.G.C." and set 4 feet north of a power pole.

The elevation of the mark and the knife edges is 6,416 feet by trigonometric leveling.

U. S. 1170, W-189 (B.G.C.), Colo. (Bent County, G. R. Shelton, 1948).—Station is located in Hasty, in the northwest corner of sec. 30, T. 22 S., R. 49 W., 38 yards south of U. S. Highway 50, 13 yards east of State Highway 266, 0.05 mile south of a section-line road, 68 feet south and 9 feet east of the Brown Geophysical Co. observation point, and at the same elevation. The pendulum apparatus was set in the ground 60 yards south of a standard gravity reference mark stamped "W 189 B.G.C." and set in a concrete sewer intake 12 yards north of the highway.

The mark is 2½ feet higher than the knife edges. The elevation of the knife edges is 3,873 feet by barometric leveling from bench mark K 274 (3,877.5 feet).

U. S. 1171, W-163 (B.G.C.), Colo. (Baca County, G. R. Shelton, 1948).—Station is located 1.0 mile south of Springfield, in a large triangle formed by the intersection of U. S. Highways 287 and 160 and State Highway 100, in the southeast corner of sec. 31, T. 30 S., R. 46 W., 62 yards north of U. S. Highway 160, 34 yards west of the center line of U. S. Highway 287, 65 yards N. 30° W. (mag.) from the Brown Geophysical Co. observation point, and at the same elevation. The pendulum apparatus was set in the ground 65 feet S. 15° W. (mag.) from a standard gravity reference mark stamped "W 163 B.G.C." and set in a tile pipe at the southeast corner of the fence around a State Highway Department sand pile.

The elevation of the mark and the knife edges is 4,409 feet by barometric leveling from bench mark Z 38 (4,351 feet).

U. S. 1172, W-219 (B.G.C.), N. Mex. (Rio Ariba County, G. R. Shelton, 1948).—Station is located about 5 miles southeast along U. S. Highway 84 from Abiquiu, 1.15 miles southeast of the junction of State Highway 96, 20 feet west of the center line of the highway, and 15 feet northeast of bench mark K 73. The pendulum apparatus was set in the ground in the same location as the Brown Geophysical Co. observation point, and 75 feet southeast of a standard gravity reference mark stamped "W 219 B.G.C." and set in the west wing wall of a concrete culvert.

The mark is 1 foot higher than the knife edges. The elevation of the knife edges is 5,914 feet by barometric leveling from bench mark K 73 (5,919 feet).

U. S. 1173, W-148 (B.G.C.), N. Mex. (Quay County, G. R. Shelton, 1948).—Station is located 3.08 miles northeast of Nara Visa, 1.43 miles southwest along U. S. Highway 54 from the New Mexico-Texas State line, 31 yards northwest of the center line of the highway, 34 yards southeast of the Chicago, Rock Island & Pacific Railroad, and 12 yards southwest of the center line of a private road. The pendulum apparatus was set in the ground 50 feet N. 80° W. (mag.) from the Brown Geophysical Co. observation point and 15 feet S. 40° W. (mag.) from bench mark X 38. A reference mark was not set.

The elevation of the knife edges is 4,213 feet by barometric leveling from bench mark X 38 (4,213 feet).

U. S. 1174, W-232 (B.G.C.), N. Mex. (Colfax County, G. R. Shelton, 1948).—Station is located 6 miles north along U. S. Highway 85 from Springer, in the northeast corner of the junction of State Highway 58, 100 feet east of the center line of U. S. Highway 85, 107 feet north of the center line of State Highway 58, in a hay field, and near the foundation of a destroyed building. The pendulum apparatus was set in the ground about 145 feet northeast of the Brown Geophysical Co. observation point, and at the same elevation. A standard gravity reference mark stamped "W 232 B.G.C." was set in an 18-inch square concrete block.

The mark is 1 foot higher than the knife edges. The elevation of the knife edges is 5,987 feet by barometric leveling from bench mark D 20 (5,846 feet).

U. S. 1175, Vernal, Utah (Uintah County, G. R. Shelton, 1948).—Station is located in the southeast part of Vernal, in the northwest corner of sec. 25, T. 4 S., R. 21 E., 0.25 mile east of a section-line road, at the city airport, in the northeast corner of the parking area, about 400 feet northeast of the Basin Flying Service hangar, 90 feet south of a section-line road, and 225 feet east of the entrance to the airfield. The pendulum apparatus was set in the ground 23.6 feet south of triangulation station Vernal. A gravity reference mark was not set.

The elevation of the knife edges is 5,313 feet by barometric leveling from bench mark T 27 (5,338 feet).

U. S. 1176, Callao, Utah (Juab County, G. R. Shelton, 1948).—Station is located in Callao, in the southeast corner of sec. 1, T. 11 S., R. 17 W., in the northeast part of the schoolhouse yard, 17 yards south of a wire fence, 27 yards south of the center line of Callao-Fish Springs Road, 38 yards southeast of bench mark U 79, and 1 foot higher than the bench mark. The pendulum apparatus was set in the ground 50 feet south of a standard gravity reference mark stamped "CALLAO 1948" and set in the fence line.

The elevation of the mark and the knife edges is 4,335 feet by spirit leveling from bench mark U 79 (4,334 feet).

U. S. 1177, Salina, Utah (Sevier County, G. R. Shelton, 1948).—Station is located 2.5 miles south along U. S. Highway 89 from Salina, 2.1 miles south of a railroad crossing, 1.05 miles south of the Sevier River, 0.95 mile south of the junction of State Highway 63, 60 yards east of the center line of the highway, 17 yards south of east end of a beer tavern, and 17 yards west of the center line of a gravel road. The pendulum apparatus was set in the ground 14 feet north of a standard gravity reference mark stamped "SALINA 1948" and set in the fence line.

The elevation of the mark and the knife edges is 5,175 feet by barometric leveling from the railroad track elevation at Salina (5,147 feet).

U. S. 1178, Bown, Utah (Garfield County, G. R. Shelton, 1948).—Station is located 11 miles west and 11 miles south of Cainville, near the northeast corner of the NW¼ sec. 19, T. 31 S., R. 8 E., 145 yards N. 20° W. (mag.) from a quarter-section marker stamped "S 18/ S 19," on property of the Sand Creek Ranch Co. (old Bown ranch), 190 yards south of the junction of a road leading east by the old Bown ranch house, and the road leading south by the new ranch house about 1 mile south of the station, 22 yards east of the road, and about 100 yards north of a deep ravine formed by Sand Creek. The pendulum apparatus was set in the ground 150 feet east across the road from a standard gravity reference mark stamped "BOWN 1948" and set at a stock-trail sign.

The elevation of the mark and the knife edges is 5,279 feet by barometric leveling from bench mark J 12 (5,223 feet).

U. S. 1179, Cedar, Utah (Iron County, G. R. Shelton, 1948).—Station is located 1 mile north along U. S. Highway 91 from Cedar City, 1.25 miles north of the junction of State Highway 14, 0.60 mile north of a bridge across Coal Creek, in the SE¼ sec. 2, T. 36 S., R. 11 W., across the highway from the Desert Pearl Cafe, 35 yards east of the center line of the highway, and 27 yards west of the right-of-way fence. The pendulum apparatus was set in the ground 80 feet west of a standard gravity reference mark stamped "CEDAR 1948" and set 1 foot west of the fence line.

The elevation of the mark and the knife edges is 5,749 feet by barometric leveling from bench mark H 30 (5,834 feet).

U. S. 1180, Crystal, Nev. (Lincoln County, G. R. Shelton, 1948).—Station is located 4 miles south of Hiko, in Crystal Springs, in the southeast corner of sec. 3, T. 5 S., R. 60 E., 192 yards south of the north tip of the triangle formed by the junction of State Highways 25 and 38A, 20 yards west of the north-south road, 40 yards north of the east-west road, 650 feet north of triangulation station Crystal Springs, and 80 yards north of bench mark A 58. The pendulum apparatus was set in the ground 7 feet north of a standard gravity mark stamped "CRYSTAL 1948."

The elevation of the mark and the knife edges is 3,820 feet by spirit leveling from bench mark A 58 (3,817 feet).

U. S. 1181, Tompkins, Ky. (Monroe County, G. R. Shelton, 1948).—Station is located in Tompkinsville, 0.20 mile east along State Highway 100 from the junction of State Highways 63, 163, and 100, 90 yards east of a private driveway leading to a sawmill and lumber yard, in the lumber yard owned by the Tompkinsville Livestock Market, and 77 yards north of the highway. The pendulum apparatus was set in the ground 10 feet north of a standard gravity mark stamped "TOMPKINS 1948" and set in a fence line.

The elevation of the mark and the knife edges is 897 feet by barometric leveling from bench mark 34 M (922.7 feet).

U. S. 1182, Ford, Ky. (Ohio County, G. R. Shelton, 1948).—Station is located in Fordsville, 103 yards north of State Highway 54, 14 yards east of the railroad, 14 yards west of a gravel road, 23 yards north of the railroad station, and 10 feet south of a shed. The pendulum apparatus was set in the ground 80 feet southwest of a standard gravity reference mark stamped "FORD 1948" and set in the east head wall of a concrete culvert under a gravel road.

The elevation of the mark and the knife edges is 475 feet by spirit leveling from bench mark N 77.

U. S. 1183, Fleming, Ky. (Fleming County, G. R. Shelton, 1948).—Station is located 1.20 miles west along State Highway 32 from the junction of State Highway 11 at Flemingsburg, 0.20 mile east of the junction of State Highway 57, 109 yards north of the center line of the highway, in a grassy parking area south of the fairgrounds, 34 yards east of a driveway, 34 yards west of east driveway, and 10 yards south of a connecting driveway. The pendulum apparatus was set in the ground 30 feet south of a standard gravity reference mark stamped "FLEMING 1948" and set near a water hydrant.

The mark is 1 foot higher than the knife edges. The elevation of the knife edges is 928 feet by barometric leveling from bench mark A 38 (825.4 feet).

U. S. 1184, Princeton, Ind. (Gibson County, G. R. Shelton, 1948).—Station is located 0.5 mile west along U. S. Highway 41 from Princeton, in the southwest corner of sec. 6, T. 2 S., R. 10 W., 0.40 mile west of Main Street (where highway makes a right-angle turn to the left), on grounds of the Gibson Frozen Foods Co-op Inc., 25 yards south of the center line of the highway, and 23 yards northeast of the northeast corner of a red brick building which contains food lockers. The pendulum apparatus was set in the ground 10 feet north of a standard gravity mark stamped "PRINCETON 1948."

The elevation of the mark and the knife edges is 473 feet by barometric leveling from bench mark SOL-VIN.

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U. S. 1185, Salem, Ind. (Washington County, G. R. Shelton, 1948).—Station is located 2.30 miles west along State Highway 56 from the junction of State Highway 135 at Salem, 0.85 mile west of the junction of State Highway 60, 0.90 mile west of an overpass over railroad, 20 yards northwest of the center line of the highway, 32 yards northeast of the center line of the driveway leading to the Salem Speedway, and 60 yards west of a large Speedway signboard. The pendulum apparatus was set in the ground 30 feet northwest of a standard gravity reference mark stamped "SALEM 1948" and set in fence line.

The mark is one foot lower than the knife edges. The elevation of the knife edges is 808 feet by barometric leveling.

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Bemidji	1098
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Crookston	191
Dawson	199
Duluth	203
Ely	58
Faribault	196
Fergus Falls	108
Grand Rapids	1097
Minneapolis	74
St. James	197
Winona	181
MISSISSIPPI	
Booneville	1117
Coahoma	1113
Forest	1120
Greenwood	1115
Laurel	145
Natchez	1121
Oxford	1116
University (Oxford)	1116
MISSOURI	
Columbia	973
Forsyth	1127
Joplin	140
Kansas City	39
Lebanon	139
Linneus	1131
MSM	1128
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Poplar Bluff	1111
St. Louis	38
Warsaw	1129
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Bridger	439
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Crow Agency	573
Custer	582
D'Wart	560
E. Bridger	577
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Forsyth	584
Fox	555
Gardiner	441
Hardin	572
Hinsdale	77
Huntley	194
Hysham	583
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Reedpoint	567
Roberts	556
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Broken Bow	1158
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Dorchester	1156
Fremont	1079
Fullerton	1157
Gordon	1161
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North	451
Norway	1160
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Randolph	205
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Station Name	Station No.
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Bordentown	967
Bridgeport	940
Broatmanville	944
Cape May	951
Cassedy	809
Charleston Springs	964
Clark's Ldg	953
Cumberland	946
Elm	956
Elmer	943
Etra	965
Glen Ridge	266
Grover's Mills	966
Hansell	810
Hoboken	26
Jackson's Mills	959
Keansburg	963
Lakewood	960
Lamington	808
Lavallette	962
Lincoln	942
Little Neck	947
Manahawkin	954
New Lisbon	958
Osmun	812
Pennington	265
Plainsboro	267
Plainville	970
Port Elizabeth	948
Princeton	25
Radle	811
Rocky Hill	969
Silverton	961
Skillman	968
Somerset Hills	807
So. Seaville	949
So. Vineland	945
Speedwell	955
Swedesboro	941
Woodbine	950
Woods Tavern	971

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Alamogordo	767
Albuquerque	764
Carlsbad	760
Carrizozo	766
Datil	1008
Deming	768
Fort Sumner	763
Gallup	70
Gila	999
Las Vegas	71
Lovington	762
Reserve	1007
Roswell	761
Socorro	765
W-148 (B.G.C.)	1173
W-219 (B.G.C.)	1172
W-232 (B.G.C.)	1174

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Buffalo	319
Carnrick	797
Empire State Building	774
Forest Oil Co	672
Fritz	670
Ham	802
Ithaca	32
Knapp's Creek	673
Lake Placid	86
Little Falls	131
Loman	799
New York	27
Newburgh	805
Port Jervis	124
Potsdam	87
Rocky Crest	671
Roney	804
Sigsbury	800
South of Olean	669
Southport	133
Spruceton	803
Tenney	796
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Asheville	152
Beaufort	18
Blue Top	913
Cape Fear River	915
Castle Hayne	914
Charlotte	151
Como	851
Durham	91
Edenton	922
Gatesville	852
Greenville	148
Hertford	924

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Jasper	861
Kellum	917
Kitty Hawk	858
McConnell	920
Old Trap Wharf	856
Pikeville	918
Plymouth	860
Powells Point	857
Raleigh	317
Sandy Cross	853
Slatestone	921
South Mills	925
Story	854
Vanceboro	919
Weeksville	855
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NORTH DAKOTA

Station Name	Station No.
Beulah	1106
Bismarck	76
Crosby	190
Devils Lake	1101
Dickinson	1105
Fargo	1109
Grand Forks	1100
Jamestown	1107
Lidgerwood	1108
Marmarth	188
Minot	1103
Pembina	59
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Rugby	1102
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Oberlin	316
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OKLAHOMA

Station Name	Station No.
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Caddo	988
Caney	977
Carter	304
Carter	304A
Cobb	989
Dandridge	979
Drumright	1137
Fairland	1144
Franklin	983
Guymon	100
Idle Wilde	302
Kenefick	990
Lowery	303
Matoy	984
McAlester	12
Nowata	1138
Oneta	1136
Pritchard	986
Proctor	1141
Seminole	1142
Troy	301
Tushka	978
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Voca	982
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OREGON

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Eugene	232
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Marshfield	233
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Station Name	Station No.
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Amey	609
Backus	677
Barsby	839
Bath	596
Bingham	674
Borger	819
Center Valley	608
Chester	939
Colesville	599
Coopersburg	610
Crouthamel	825
Cyclone P. O.	665
Daniels Property	667
Deputy	661
Dorman	830
Dorshimer	817
Dupont	594
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Station Name	Station No.
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Flick	816
Friedensville	602
Fullerton	658
Gifford P.O.	664
Gottfried	835
Green Pond	613
Gregory	818
Guth	822
Gyer	821
Harrisburg	210
Hollo	616
Kieffer	836
Klecknersville	654
Kleintop	614
Knopp Lease	666
Lehigh University	589
Long Pond	814
Meyers	592
Monocacy Creek	593
Moorestown	655
Mt. Alton	675
Moyer	833
North of Bethlehem No. 1	588
North of Bethlehem No. 2	590
North of Bethlehem No. 3	591
North of Center Valley	607
North of Summit City	659
Ormsby	668
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Philadelphia, 1938	957
Pittsburgh	211
Pocono Lake	813
Pohopoco	815
Point Phillip	656
Quakertown	828
Rew	662
Richard	831
St. Joseph's School	657
Salisbury Church	605
Scholl	611
Schreiber	823
Seemsville	598
Sellersville	829
Shelly	827
Shoenersville	612
Smeck	838
Smith	820
Smith Gap	618
Smoketown	824
South Mountain	773
South of Bath	597
South of Bethlehem	601
South of Salisbury Church	606
South of Seidersville	600
South of Summit City	660
SW. of Chapman Quarries	617
Stahley	619
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Strause	834
Summit Mills	334
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West of Friedensville	603
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Diamond Hill	780
Elder Ballou	776
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Pray Hill	782
Quarry	775
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Wood	781

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Beaumont	406
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Blue Ridge	403
Briggs	732
Brownwood	995
Cleveland	407
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Crosbyton No. 2	409
Crosbyton No. 3	410
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Crosbyton No. 6	414
Crosbyton No. 7	415
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Farwell	99
Farwell	99A
Fayetteville	734
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Galveston	7
Georgetown	310
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Kent	758
Kerens	991
Kerrville	62
Kerrville 2	722
Laredo	9
Marlin	992
Mason	994
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Rosenberg	730
Sabine	285
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Fredericksburg	216
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Cumberland	183
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Grand Rapids	180
Madison	37
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Kara	365
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Ranchester	370
Road Fork	1072
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Rozet	447
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Sheridan	109
Southeast of Gillette	449
Southeast of McCullock	430
Southeast of Sheridan	422
South Fork Inn	379
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West of Otto	428
Wildcat Creek	446
Winchester	389
Worland	388
Wymont	437

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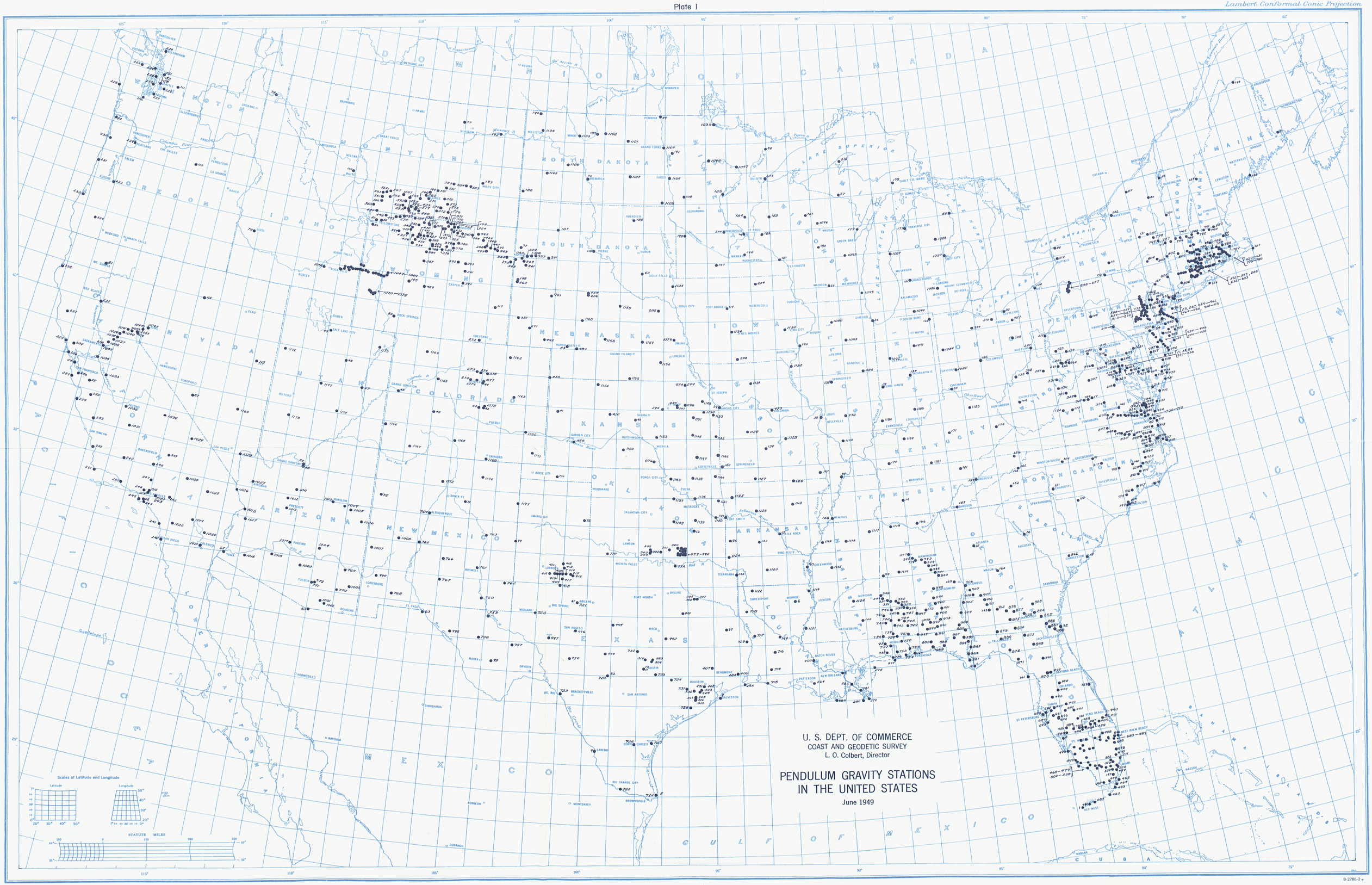
Lambert Conformal Conic Projection



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