DEPARTMENT OF THE INTERIOR

BULLETIN

OF THE

UNITED STATES

GEOLOGICAL SURVEY

No. 5

WASHINGTON
GOVERNMENT PRINTING OFFICE
1884
A

DICTIONARY OF ALTITUDES

IN

THE UNITED STATES

COMPILED BY

HENRY GANNETT

CHIEF GEOGRAPHER

WASHINGTON
GOVERNMENT PRINTING OFFICE
1884
LETTER OF TRANSMITAL.

DEPARTMENT OF THE INTERIOR,
UNITED STATES GEOLOGICAL SURVEY,
Washington, D. C., November 1, 1883.

SIR: I have the honor to transmit herewith the manuscript of a Dictionary of Altitudes. The work of making a compilation of measurements of altitude was commenced by me under the auspices of the Geological Survey of the Territories, by which organization three different editions of the results were published, under the title of "Lists of Elevations," in the years 1873, 1875, and 1877, respectively. These earlier editions related principally to that portion of the country west of the Mississippi River. The present work embraces within its scope the whole country. The elevations are tabulated by States and Territories, alphabetic arrangement being observed throughout.

Very respectfully, yours,

HENRY GANNETT,
Chief Geographer.

Hon. J. W. POWELL,
Director United States Geological Survey.
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(132)
DISCUSSION OF AUTHORITIES.

ADIRONDACK SURVEY (ADIR. SURVEY), OF NEW YORK.
Most of these determinations are barometric. Some, however, have been determined by trigonometric methods and some by level.

APPALACHIAN CLUB (APPAL. CLUB).
Most of the determinations credited to this source are barometric, or at least depend upon barometric bases.

CITY ENGINEER.
These figures are the results of levelings courteously furnished me by the city engineers of the principal railway centers of the country.

DALL, WM. H., ASST. U. S. C. AND G. S.
Heights derived from this source were determined by angles measured with the sextant, from a base line measured by means of sextant latitudes and chronometric longitudes, from observations taken on board ship. (Vide Coast Survey Report for 1875.)

DE LACY, W. W.
All heights were measured by aneroid.

EASTMAN.
These results are from barometric work and from observations upon the boiling point of water.

EMORY, W. H.
Barometric determinations abstracted from a "Report of Explorations from Fort Leavenworth to San Diego," 1846. [30th Congress, 1st session, Senate Document.]

FOSTER AND WHITNEY.
Barometric determinations from the report on Lake Superior mining region.

PRÉMONT, CAPT. J. C.
Barometric determinations from reports of various expeditions in the West. Owing to the want of a barometric base, they are, in general, of poor quality.

GARDINER, J. T.
The heights credited to this authority were deduced from railroad levels, and were published in the report of the United States Geological Survey of the Territories for the year 1873.

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Most of these results are barometric.

Elevations of towns credited to this source are, in the main, from levels; those of mountain summits are from barometric work.

Elevations were determined barometrically.

All elevations under this authority are from barometric determinations.

Determinations by level from preliminary railroad surveys made by the Central Pacific R. R. Co., of California. Like all preliminary work, these figures are not in the highest degree reliable.

Nearly all the elevations given under this authority are in the Appalachian region, and nearly all were determined by barometer. They are of the highest character of this class of work. Most of the figures are copied from Professor Guyot's articles in the "American Journal of Science and Arts."

Under this authority is given all work done by the United States Geological Survey of the Territories. All determinations are barometric, or trigonometric resting on barometric bases. In most of this work effective measures were taken to avoid the well-known periodic errors incident to barometric work. The base-stations were placed, as nearly as possible, at the average height of the country to be surveyed. The high peaks were connected by a system of trigonometric leveling, by means of which, barometric observations, taken on different summits, were reduced to a common point. The mean results thus obtained were referred to base-stations located upon high mountain peaks.

Assinaboine and Saskatchewan Exploring Expedition, 1858. Heights were measured by barometer.

All determinations are barometric.
DISCUSSION OF AUTHORITIES.

JENNEY, PROF. WILLIAM P.
Heights were abstracted from the map of the Black Hills.
All determinations are barometric.

JONES, CAPT. W. A.
All determinations are barometric.

KING, CLARENCE.
This reference is mainly to the work of the Geological Exploration of the 40th Parallel.
All determinations are barometric, or depend upon barometric bases.

LANDER.
Heights are taken from "Report on a Railroad Route from Puget Sound to South Pass," 1854. [House Document 129.]
Elevations were determined barometrically.

LAND-OFFICE REPORTS. (L. O. REPORTS.)
Most of the heights given in these reports are the merest approximations.

LA PEROUSE.
"Voyage to the Northwestern Coast of America," 1786.
Heights were determined by trigonometric measurements from sea bases.

LUDLOW, CAPT. WILLIAM.
Under this authority are given elevations determined by his "Expedition to the Black Hills of Dakota," 1874, and his "Expedition to the Head of the Yellowstone and the Judith Basin," 1875.
Heights were measured by the barometer.

MALESPINA.
"Voyage to the Northwestern Coast of America."
Heights were measured trigonometrically from bases at sea.

MEDICAL DEPARTMENT, UNITED STATES ARMY (MED. DEPT. U. S. A).
Nearly all heights given under this authority were determined barometrically.

MEXICAN BOUNDARY SURVEY.
Elevations were determined barometrically.

MULLAN, CAPT. JOHN.
"Explorations for a Wagon Road from Walla Walla to Fort Benton," 1862:
All heights were determined barometrically.
NEW YORK STATE SURVEY.

These results are from refined trigonometric work.

NICOLAY.

"Explorations in the Upper Mississippi Region," 1836 to 1840. All determinations were barometric.

PACIFIC RAILROAD REPORTS (P. R. R. REPORTS).

Under this authority is included all work done by the War Department, between 1850 and 1855, for the purpose of finding a practicable railroad route from the Missouri River to the Pacific. All the work is barometric, and, taken as a whole, is poor, owing mainly to the fact that, practically, there was no barometric base station. The hypsometric work of the expedition near the northern boundary, under Governor Stevens, was particularly bad. These remarks concerning the quality of the work apply equally well to all the earlier expeditions to the West, owing, doubtless, to the same cause.

PARRY, PROF. C. C.

Elevations were barometrically determined.

PETERMANN, DR. A.

Elevations were taken from his map of the United States.

POWELL, MAJ. J. W.

To this authority is credited the hypsometric work of the United States Geological and Geographical Survey of the Rocky Mountain Region.

PRELIMINARY RAILROAD LEVELS (PRE. R. R. LEVELS).

These are distinguished from other railroad levels, because, as a rule, the preliminary levels are of a far less degree of accuracy; the results can therefore be accepted only with caution.

RAILROADS.

Elevations determined by railroad levels are credited to the roads by which they were furnished. On page — et seq. will be found a list of these railroads, with the abbreviations used for them, arranged alphabetically in the order of the abbreviations. The height given is that of the track at the station. In cases where two or more railroads meet or cross at the same point on the same grade, the elevation by only one of them, and that the best known or best determined road, is given. The collection and adjustment of these levels has formed by far the greater part of the work of this compilation.

The profiles of most of the roads west of the Mississippi were col-
lected and published in "Lists of Elevations," 4th edition, in 1877. Since that time, circumstances have conspired to assist me greatly in the collection of this material in all parts of the country. In 1880, while I was connected with the Census Office, the late Chief Signal Officer, General A. J. Myer, courteously placed at the disposal of that office copies of all the material of this kind which had been collected by the Signal Office. Further, in the railroad schedule of census was inserted a request for an abstract of the profile of each road. This request was acceded to in all cases when possible, and through this means a great number of profiles from the most recent levels were received. Through the courtesy of the Census Office I have been permitted to use them in the present publication. Moreover, I have received within the past year profiles of a number of the most important roads in the country, which close up gaps in connections, and establish strong connecting links in chains of levels. In addition to the above, there were in print, principally in the reports of State geological surveys, a large number of profiles. Those of New Hampshire have been adjusted admirably and published in the report of the State Geological Survey. The same is the case with the large and complex system of Pennsylvania. The collection of profiles of this is exceptionally complete and admirably adjusted, and renders the portion of the Dictionary relating to this State by far the fullest and most satisfactory. The Geological Survey of New Jersey has published profiles of many of the roads of that State. The profiles of most of the roads of Virginia and West Virginia have been published by Maj. Jed. Hotchkiss, in his "Summary of Virginia" and the "Virginias." Profiles of most of the North Carolina roads have been published in the report of the State Geological Survey by Prof. W. C. Kerr; many of those of Alabama in the reports of Prof. E. A. Smith; of Ohio, in the State Geological Survey reports; of Indiana, in the reports of the Bureau of Statistics and Geology; of Wisconsin, Minnesota, and Iowa, in the reports of the geological surveys of those States. In this connection I desire to express my obligations to Prof. Warren Upham, of the geological and natural history survey of Minnesota, for his kind co-operation in the collection and adjustment of the railroad material in his State.

Much interest in this work has been manifested by railroad engineers, many of whom have contributed liberally of their time for the correction and proper connection of the profiles of their roads or systems of roads. Among them I should mention Mr. H. V. Hinckley, assistant engineer A., T. and S. F. R. R., who has, at great expenditure of time and labor, prepared a correct profile of his road, with its numerous branches; Mr. George H. Nettleton, president of the system of roads in southeastern Kansas; S. S. Montague, chief engineer of the Central Pacific system; and Mr. George Nealley, formerly assistant engineer on the Union Pacific Railroad, to whom I am indebted, in addition to other favors, for a correct profile of the Union Pacific Railroad.
While a great degree of success has attended my efforts for obtaining railroad profiles, there are still remaining a large number of roads, some of them of great importance, which have thus far failed to respond, owing in most cases to the fact that their records of levels have been destroyed.

The adjustment of these levels has been a most perplexing task. The errors in the compilation of the profiles themselves, and the uncertainties in the connections and crossings of different roads, together with the legitimate errors of leveling, conspire to make this work of adjustment one of the most difficult and unsatisfactory undertakings imaginable. I cannot claim that the result is by any means what could be desired, but I believe that, with the material and resources at hand, fairly good results have been obtained. The work of the United States Lake Survey in determining the heights of the Great Lakes, and of the Mississippi River Commission in determining the elevation of points along the Mississippi River, and of the transcontinental levels of the Coast and Geodetic Survey, have been accepted as starting-points.

The adjustment of the railroad levels of New Hampshire and of Pennsylvania has also been accepted, after subjecting it to tests for accuracy. The adjustment of railroad levels by Mr. James T. Gardiner, the results of which were published in the annual report of the United States Geological Survey of the Territories for 1873, was examined critically in the light of the determinations of heights made by the Coast and Lake Surveys, of the Mississippi River Commission, and the more recent and presumably more correct profiles received since the time of Mr. Gardiner's work. The changes in the heights of the Great Lakes, amounting to 7 feet (lower) in the cases of Michigan, Huron, and Superior, necessitated considerable changes in the States of Michigan, Wisconsin, and Minnesota, and the Territory of Dakota. The levels of the Mississippi River Commission lowered Cairo 12 feet, and the Saint Louis Directrix 15 feet. These corrections were even more wide-spread in their results. They induced changes throughout the whole of that portion of the country west of the Mississippi River as far as the Rocky Mountains. Eastward their effect was felt as far as Indianapolis, Ind., and the Falls of the Ohio. Aside from these changes in Mr. Gardiner's adjustment, his work has borne the tests admirably, and the results, with perhaps slight modification in certain cases, have been accepted and used for further adjustment.

It has been suggested that the method of least squares might be used to advantage in the adjustment of this material. This method does not seem to me to be at all applicable to the class of errors here encountered. These are, in the main, what may be classed as abnormal errors, due, not to want of accuracy of observations, but to mistakes, blunders, and uncertainties, a class of errors from which the method of least squares would deduce only false results.
DISCUSSION OF AUTHORITIES

RAYNOLDS, CAPT. W. F.

Under this authority are given the hypsometric results of the expedition of Captain Raynolds to the country about the sources of the Snake and Missouri Rivers in 1860-'61.

All the work is barometric.

RUFFNER.

"Reconnaissance in the Ute Country," 1873.

All determinations are barometric.

SIMPSON, CAPT. J. H.


All determinations are barometric.

SMITHSONIAN INSTITUTION.

Most, if not all, of these elevations have been determined by barometer.

STUART, GRANVILLE.

All determinations are barometric.

TONER, DR. J. M.

Under this authority are given all heights taken from his "Dictionary of Elevations."

UNITED STATES COAST AND GEODETIC SURVEY (U. S. C. AND G. S.).

Heights have been determined by the most refined geodetic methods.

UNITED STATES ENGINEER CORPS (U. S. ENGR. CORPS).

The figures given under this authority are the results of exact levels.

UNITED STATES GEOLOGICAL AND GEOGRAPHICAL SURVEY OF THE ROCKY MOUNTAIN REGION.

All, or practically all, heights were determined by barometer.

UNITED STATES LAKE SURVEY.

These results are from exact levels or refined trigonometric work.

UNITED STATES SIGNAL OFFICE.

The character of these determinations was misstated in "Lists of Elevations, 4th Edition," published in 1877. In nearly all cases these elevations were determined from railway levels and from levels from railway bench-marks. They were determined by barometer only in cases where exact methods could not be employed.

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WALLEN.

"Explorations for a Wagon Road from the Dalles of the Columbia to Great Salt Lake, via Harney's Lake."
All determinations are barometric.

WATER-POWER OF MAINE.

Most of the heights were obtained by level.

WHEELER, CAPT. GEORGE M.

To this authority are credited all elevations determined by the United States Geographical Surveys West of the 100th Meridian.
Nearly all the work is barometric or trigonometric, depending upon barometric bases.

WHITNEY, PROF. J. D.

Under this authority are given elevations determined by the Geological Survey of the State of California, and the "Geological and Topographical Reconnaissance of the South Park, Colorado."
All heights are barometrically determined.

WILKES, CAPT. CHARLES.

"Voyage of Exploration to the Pacific."

WILLIAMSON.

Elevations are all barometrically determined.
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<td>Adrian and Detroit Railroad</td>
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<td>A. &amp; F. B. V. R.</td>
<td>Atlantic and French Broad Valley Railroad</td>
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<td>Ala. G. S. R. R</td>
<td>Alabama Great Southern Railroad</td>
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<tr>
<td>A. &amp; G. W. R. R</td>
<td>Atlantic and Great Western Railroad</td>
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<tr>
<td>A. &amp; W. I. T. R. R</td>
<td>Atlantic, Gulf and West India Transit Railroad</td>
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<td>A. &amp; L. R. R</td>
<td>Albany and Lebanon Railroad</td>
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<td>Ash. &amp; P. R. R</td>
<td>Ashtabula and Pittsburgh Railroad</td>
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<td>A. &amp; R. A. L. R. R</td>
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<td>Boston &amp; Albany R. R</td>
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<td>Chicago and Alton Railroad</td>
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<td>C. B. &amp; Q. R. R.</td>
<td>Chicago, Burlington and Quincy Railroad</td>
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<td>Colorado Central Railroad</td>
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<tr>
<td>Car. C. R.</td>
<td>Carolina Central Railroad</td>
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<tr>
<td>Charlotte, C. &amp; A. R. R.</td>
<td>Charlotte, Columbia and Augusta Railroad</td>
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<td>Corning, C. &amp; A. R. R.</td>
<td>Corning, Cowanesque and Antrim Railroad</td>
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<tr>
<td>C., C., &amp; I. R. R.</td>
<td>Cleveland, Columbus, Cincinnati and Indianapolis Railroad</td>
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<td>C. C. &amp; De R. R. R.</td>
<td>Cazenovia, Canastota and De Ruyter Railroad</td>
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<td>C. D. &amp; C. T. J. R. R.</td>
<td>Chicago, Detroit and Canada Grand Trunk Junction Railroad</td>
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<td>Chicago and Eastern Illinois Railroad</td>
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<td>Catasauqua and Fogelsville Railroad</td>
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<td>C. H. &amp; D. R. R.</td>
<td>Cincinnati, Hamilton and Dayton Railroad</td>
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<td>C., I., St. L. &amp; C. R. R.</td>
<td>Cincinnati, Indianapolis, Saint Louis and Chicago Railroad</td>
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<td>C. &amp; L. N. G. R. R.</td>
<td>Chester and Lenoir Narrow Gauge Railroad</td>
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<td>C. &amp; M. L. S. R. R.</td>
<td>Chicago and Michigan Lake Shore Railroad</td>
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<td>C. M. &amp; St. P. R. R.</td>
<td>Chicago, Milwaukee and Saint Paul Railroad</td>
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<td>C., Mt. V. &amp; D. R. R.</td>
<td>Cleveland, Mount Vernon and Delaware Railroad</td>
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<td>C. N. R. R.</td>
<td>Cincinnati Northern Railroad</td>
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<td>C. &amp; N. W. R. R.</td>
<td>Chicago and North Western Railroad</td>
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<td>C. N. O. &amp; T. P. R. R.</td>
<td>Cincinnati, New Orleans and Texas Pacific Railroad</td>
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<td>C. &amp; O. R. R.</td>
<td>Chesapeake and Ohio Railroad</td>
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<td>Cal. P. R. R.</td>
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<td>C. P. R. R.</td>
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<td>Columbus and Port Deposit Railroad</td>
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<td>C. &amp; R. R. R.</td>
<td>Columbus and Rome Railroad</td>
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<td>C. R. &amp; Ft. W. R. R.</td>
<td>Cincinnati, Richmond and Fort Wayne Railroad</td>
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<td>C. &amp; S. R. R.</td>
<td>Cayuga and Susquehanna Railroad</td>
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<td>C. &amp; St. L. R. R.</td>
<td>Cairo and Saint Louis Railroad</td>
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<td>C., St. P., M. &amp; O. R. R.</td>
<td>Chicago, Saint Paul, Minneapolis and Omaha Railroad</td>
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<td>C. &amp; V. R. R.</td>
<td>Cairo and Vincennes Railroad</td>
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<td>Cent. Vt. R. R.</td>
<td>Central Vermont Railroad</td>
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<td>Conn. Western R. R.</td>
<td>Connecticut Western Railroad</td>
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<td>C. &amp; W. R. R.</td>
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<td>C. &amp; Z. R. R.</td>
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<td>D. E. R. R.</td>
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<td>D., A. V. &amp; P. R. R.</td>
<td>Dunkirk, Allegheny Valley and Pittsburgh Railroad</td>
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<td>D. &amp; B. C. R. R.</td>
<td>Detroit and Bay City Railroad</td>
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<td>Denver and Boulder Valley Railroad</td>
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<td>D. &amp; D. R. R.</td>
<td>Dorchester and Delaware Railroad</td>
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D., L. & N. R. R. — Detroit, Lausin and Northern Railroad.


D. P. R. R. — Denver Pacific Railroad.

D. & R. Canal — Delaware and Raritan Canal.


D. & S. P. R. R. — Denver and South Park Railroad.


D. & S. W. R. R. — Danville and South Western Railroad.


E. Broadtop R. R. — East Broadtop Railroad.


Eureka & P. R. R. — Eureka and Palisade Railroad.

Eel R. R. R. — Eel River Railroad.


G. B. & Minn. R. R. — Green Bay and Minnesota Railroad.


G. R. & Ind. R. R. — Grand Rapids and Indiana Railroad.


H. & B. T. R. R. — Huntington and Broad Top Railroad.


20 ALTITUDES IN THE UNITED STATES.

H. & T. C. R. R. . . . . . . Houston and Texas Central Railroad.
I., B. & W. R. R. . . . . . Indiana, Bloomington and Western Railroad.
Ill. & St. L. R. R. . . . . Illinois and Saint Louis Railroad.
L. R. R. . . . . . . . . . . Lackawanna Railroad.
L. & Q. R. R. . . . . . . . Lancaster and Quarryville Railroad.
L. & S. W. R. R. . . . . . Lawrence and South Western Railroad.
M. R. R. . . . . . . . . . . Montrose Railroad.
Mill C. R. R. . . . . . . . Mill Creek Railroad.

(144)
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<th>Abbreviation</th>
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<td>Muncy C. R. R.</td>
<td>Muncy Creek Railroad</td>
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<td>Memphis &amp; C. R. R.</td>
<td>Memphis and Charleston Railroad</td>
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<td>M. &amp; C. R. R.</td>
<td>Marietta and Cincinnati Railroad</td>
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<td>M. &amp; C. Co. R. R.</td>
<td>Mifflin and Centre County Railroad</td>
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<td>M. C. &amp; S. B. R. R.</td>
<td>Manchuck and Switchback Railroad</td>
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<td>M. C. &amp; T. R. R.</td>
<td>Mississippi Central and Tennessee Railroad</td>
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<td>M. &amp; D. R. R.</td>
<td>Mechanicsburg and Dillsburg Railroad</td>
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<td>M. &amp; E. R. R.</td>
<td>Montgomery and Enfants Railroad</td>
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<td>M. &amp; G. R. R.</td>
<td>Millville and Glassboro' Railroad</td>
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<td>M., H. &amp; O. R. R.</td>
<td>Marquette, Houghton and Ontonagon Railroad</td>
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<td>M. H. &amp; S. H. R. R.</td>
<td>Mine Hill and Schuylkill Haven Railroad</td>
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<td>M. &amp; I. Canal</td>
<td>Michigan and Illinois Canal</td>
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<td>Mo., Iowa &amp; Neb. R. R.</td>
<td>Missouri, Iowa and Nebraska Railroad</td>
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<td>McK. &amp; B. R. R.</td>
<td>McKean and Buffalo Railroad</td>
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<tr>
<td>M., K. &amp; C. R. R.</td>
<td>Memphis, Kansas and Colorado Railroad</td>
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<tr>
<td>Mo., Kans. &amp; Tex. R. R.</td>
<td>Missouri, Kansas and Texas Railroad</td>
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<td>M. &amp; T. E. R. R.</td>
<td>Missouri, Kansas and Texas Extension Railroad</td>
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<td>Man. &amp; Lawrence R. R.</td>
<td>Manchester and Lawrence Railroad</td>
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<td>M. &amp; L. R. R.</td>
<td>Memphis and Little Rock Railroad</td>
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<td>M., L. S. &amp; W. R. R.</td>
<td>Milwaukee, Lake Shore and Western Railroad</td>
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<td>Morgan's R. &amp; T. R. R.</td>
<td>Morgan's Louisiana and Texas Railroad</td>
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<td>Minn. Mid. R. R.</td>
<td>Minnesota Midland Railroad</td>
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<td>M. &amp; M. R. R.</td>
<td>Mobile and Montgomery Railroad</td>
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<td>Mil. &amp; N. R. R. R.</td>
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<td>M. &amp; N. G. R. R.</td>
<td>Marietta and North Georgia Railroad</td>
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<td>Manchester and North Weare Railroad</td>
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<td>M. &amp; N. W. R. R.</td>
<td>Mobile and North Western Railroad</td>
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<td>M. &amp; O. R. R.</td>
<td>Mobile and Ohio Railroad</td>
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<td>M. &amp; P. R. R.</td>
<td>Marietta and Pittsburgh Railroad</td>
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<td>M. R. R. R.</td>
<td>Mineral Range Railroad</td>
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<td>M. &amp; S. R. R.</td>
<td>Mahanoy and Shamokin Railroad</td>
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<td>M. &amp; St. L. R. R.</td>
<td>Minneapolis and Saint Louis Railroad</td>
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<td>M. &amp; W. R. R.</td>
<td>Macon and Western Railroad</td>
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<td>M. &amp; W. R. R. R.</td>
<td>Montpelier and Wells River Railroad</td>
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<td>N. Carolina R. R.</td>
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<td>N. C. R. R.</td>
<td>Northern Central Railroad</td>
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<td>N. C. &amp; B. V. R. R.</td>
<td>New Castle and Beaver Valley Railroad</td>
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<td>N. C. &amp; F. R. R.</td>
<td>New Castle and Franklin Railroad</td>
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<td>Nev. Co. N. G. R. R.</td>
<td>Nevada County Narrow Gauge Railroad</td>
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<td>N. D. &amp; C. R. R.</td>
<td>Newburgh, Dutchess and Connecticut Railroad</td>
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<td>N. E. R. R.</td>
<td>North Eastern Railroad</td>
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<td>N. E. Pa. R. R.</td>
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<td>N. H. &amp; Northam. R. R.</td>
<td>New Haven and Northampton Railroad</td>
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<td>N. J. C. R. R.</td>
<td>New Jersey Central Railroad</td>
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<td>N. M. &amp; S. P. R. R.</td>
<td>New Mexico and Southern Pacific Railroad</td>
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<td>N. &amp; N. R. R.</td>
<td>Nashville and Northwestern Railroad</td>
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<td>New Orleans, Mobile and Texas Railroad</td>
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<td>N. Pa. R. R.</td>
<td>North Pennsylvania Railroad</td>
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<td>N. Valley R. R.</td>
<td>Nesquehoning Valley Railroad</td>
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<td>N. &amp; W. R. R.</td>
<td>Norfolk and Western Railroad</td>
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<td>N. W. N. C. R. R.</td>
<td>North Western North Carolina Railroad</td>
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<td>N. W. U. R. R.</td>
<td>North Western Union Railroad</td>
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<td>N. Y., B. &amp; M. R. R.</td>
<td>New York, Boston and Montreal Railroad</td>
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<td>Name</td>
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<td>N. Y. C. &amp; N. R. R.</td>
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<td>N. Y., R. &amp; P. R. R.</td>
<td>New York, Ridgeway and Petersburg Railroad</td>
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<td>O. &amp; E. Canal</td>
<td>Ohio and Erie Canal.</td>
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<td>Omaha, Niobrara and Black Hills Railroad.</td>
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<td>F., C. &amp; St. L. R. R.</td>
<td>Pittsburgh, Cincinnati and St. Louis Railroad.</td>
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<td>Passaic and Delaware Railroad.</td>
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<td>Port. &amp; Ogden. R. R.</td>
<td>Portland and Ogdensburg Railroad.</td>
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<td>Phil. &amp; N. R. R.</td>
<td>Philadelphia and Newtown Railroad.</td>
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<td>P. R. R. R</td>
<td>Port Royal Railroad.</td>
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<td>Phil. &amp; R. R R</td>
<td>Philadelphia and Reading Railroad.</td>
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<td>P., T. &amp; B. R. R</td>
<td>Pittsburgh, Titusville and Buffalo Railroad.</td>
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<td>P., W. &amp; B. R. R</td>
<td>Philadelphia, Wilmington and Baltimore Railroad</td>
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<td>R. &amp; A. R. R</td>
<td>Richmond and Alleghany Railroad.</td>
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(146)
R. & C. R. R. ... Reading and Columbia Railroad.
Rome & C. R. R. ... Rome and Clinton Railroad.
R. & D. R. R. ... Richmond and Danville Railroad.
R., F. & P. R. R. ... Richmond, Fredericksburg and Potomac Railroad.
R. & G. R. R. ... Raleigh and Gaston Railroad.
R., N. & P. R. R. ... Rochester, Nunda and Pennsylvania Railroad.
R. & P. R. R. ... Richmond and Petersburg Railroad.
R. & S. R. R. ... Rensselaer and Saratoga Railroad.
R. V. & B. & C. R. R. ... Republican Valley and Burlington and Colorado Railroad.
R., Y. R. & C. R. R. ... Richmond, York River and Chesapeake Railroad.
S. R. R. ... Salisbury Railroad.
Spring, Athol & Northern R. R. ... Springfield, Athol and Northern Railroad.
S. B. R. R. ... Summit Branch Railroad.
S. & B. R. R. ... Syracuse and Binghamton Railroad.
S. C. R. R. ... Southern Central Railroad.
S. Carolina R. R. ... South Carolina Railroad.
S. & C. R. R. ... Savannah and Charleston Railroad.
S. C. & D. R. R. ... Sioux City and Dakota Railroad.
S. C. & J. R. R. ... Short Creek and Joplin Railroad.
S. C. & F. R. R. ... Sioux City and Pacific Railroad.
S. & C. V. R. R. ... Syracuse and Chenango Valley Railroad.
S., G. & C. R. R. ... Syracuse, Geneva and Corning Railroad.
S. J. & D. C. R. R. ... Saint Joseph and Denver City Railroad.
S. K. & W. R. R. ... Southern Kansas and Western Railroad.
S. & L. R. R. ... Sunbury and Lewiston Railroad.
St. L., I. Mt. & S. R. R. ... Saint Louis, Iron Mountain and Southern Railroad.
St. L., K. C. & N. R. R. ... Saint Louis, Kansas City and Northern Railroad.
St. L. & S. E. R. R. ... Saint Louis and South Eastern Railroad.
St. L. & S. F. R. R. ... Saint Louis and San Francisco Railroad.
St. L., S. & L. R. R. ... Saint Louis, Salem and Little Rock Railroad.
St. L., V. & T. H. R. R. ... Saint Louis, Vandalia and Terre Haute Railroad.
S. & M. R. R. ... Savannah and Memphis Railroad.
S. & M. P. R. R. ... Somerset and Mineral Point Railroad.
S. & N. B. R. R. ... Selinsgrove and North Branch Railroad.
S. P. R. R. ... Southern Pacific Railroad.
S. & P. R. R. ... Sacramento and Placerville Railroad.
St. P. & P. R. R. ... Saint Paul and Pacific Railroad.
St. P. & S. C. R. R. ... Saint Paul and Sioux City Railroad.
S., R. & D. R. R. ... Selma, Rome and Dalton Railroad.
S. & S. R. R. ... Seaboard and Roanoke Railroad.
S. & S. R. R. ... Schuykill and Susquehanna Railroad.
S. & S. W. R. R. ... Salina and Southern Western Railroad.
S. W. R. R. ... South Western Railroad.
S. W. Pa. R. R. ... South West Pennsylvania Railroad.
T. C. R. R. ... Texas Central Railroad.
T. & C. R. R. ... Tyrone and Clearfield Railroad.

(147)
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<td>Toledo, Peoria and Warsaw Railroad</td>
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<td>T. W. &amp; W. R. R.</td>
<td>Toledo, Wabash and Western Railroad</td>
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<td>U. &amp; B. R. R. R.</td>
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<td>U., C. &amp; B. R. R.</td>
<td>Utica, Clinton and Binghamton Railroad</td>
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<td>Utica, Chenango and Susquehanna Valley Railroad</td>
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<td>U., I. &amp; E. R. R.</td>
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<td>Union Transit Company Railroad</td>
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<td>V. R. R.</td>
<td>Valley Railroad</td>
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<td>Vermont and Massachusetts Railroad</td>
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<td>V., M. T. &amp; G. R. R.</td>
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### ALTITUDES IN THE UNITED STATES.

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### ARIZONA.

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### Colorado

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<tr>
<td>Wilcox Ranch, Antelope Park</td>
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<tr>
<td>Wild Flax Pass</td>
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<tr>
<td>Wild Horse</td>
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<tr>
<td>Williams, Mount</td>
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<tr>
<td>Willow Creek Pass</td>
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<tr>
<td>Wilson, Mount</td>
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</tr>
<tr>
<td>Do</td>
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<tr>
<td>Wilson's</td>
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<tr>
<td>Wood Valley</td>
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(193)
### ALTITUDES IN THE UNITED STATES.

<table>
<thead>
<tr>
<th>Station</th>
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<th>Elevation (Feet)</th>
</tr>
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<tbody>
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<td>Do</td>
<td>Whitney</td>
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<td>Do</td>
<td>Wheeler</td>
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<td>Yellow Jacket Pass</td>
<td>Hayden</td>
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<td>Wheeler</td>
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<td>Zenobia Peak</td>
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<td>Zirkel Mountain</td>
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<td>12,126</td>
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## CONNECTICUT.

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<th>Station</th>
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<tr>
<td>Avon</td>
<td>N. H. &amp; Northampton R. R.</td>
<td>242 Feet</td>
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<td>Berlin</td>
<td>N. Y., N. H. &amp; Htfd R. R.</td>
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<td>Berlin, junction with Middletown R. R.</td>
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<td>...station, junction with Housatonic R. R.</td>
<td>N. Y. &amp; N. H. R. R.</td>
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<td>Housatonic R. R.</td>
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<td>Carmel Mountain</td>
<td>U. S. C. &amp; G. S.</td>
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<td>N. H. &amp; Northampton R. R.</td>
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<td>N. H. &amp; Northampton R. R.</td>
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<td>U. S. C. &amp; G. S.</td>
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<td>Joshua Station</td>
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<td>Conn. Western R. R.</td>
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<td>N. Y., N. H. &amp; Htfd R. R.</td>
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<td>N. Y., Prov. &amp; Boston R. R.</td>
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<td>N. Y., N. H. &amp; Htfd R. R.</td>
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<td>Conn. Western R. R.</td>
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<td>U. S. C. &amp; G. S.</td>
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<td>U. S. C. &amp; G. S.</td>
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<td>U. S. C. &amp; G. S.</td>
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<td>U. S. Signal Office</td>
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<td>U. S. Signal Office</td>
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<td>Housatonic R. R.</td>
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<td>N. Y., Prov. &amp; Boston R. R.</td>
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<td>New London Northern R. R.</td>
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<td>Stamford</td>
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<td>Thompson, E. So. Bridge R. R.</td>
<td>Bost. &amp; N. Y. R. R</td>
<td>483</td>
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<td>Bost. &amp; N. Y. R. R</td>
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<td>West Winsted</td>
<td>Conn. Western R. R</td>
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<td>Windsor Locks</td>
<td>N. Y., N. H. &amp; Htfd. R. R.</td>
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<thead>
<tr>
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<tr>
<td>Abraham Lincoln, Fort</td>
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<td>Alcester</td>
<td>C. N. W. R. R.</td>
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<td>Altonant</td>
<td>N. P. R. R.</td>
<td>1,934</td>
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<td>Apple Creek Valley</td>
<td>C. &amp; N. W. R. R.</td>
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<td>Aurora</td>
<td>N. P. R. R.</td>
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<tr>
<td>Austin</td>
<td>Dak. Cent. R. R.</td>
<td>1,271</td>
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<tr>
<td>Battlefield</td>
<td>N. P. R. R.</td>
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<td>Big Sioux River, water 3d crossing</td>
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<td>Do... Mo. River, low water</td>
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<td>Bois des Sioux</td>
<td>Toner</td>
<td>1,093</td>
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<td>Nicollet</td>
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<td>Smithsonian Inst.</td>
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<td>Big Sioux River, water 6d crossing</td>
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<td>Coteau des Prairies</td>
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<td>De Smet</td>
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<td>Gaysville</td>
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</table>

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## ALTITUDES IN THE UNITED STATES.

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<thead>
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<th>Elevation (Feet)</th>
</tr>
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<tbody>
<tr>
<td>Gladstone</td>
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<td>Greenwood</td>
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<td>Harney's Peak</td>
<td>Luflow</td>
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<td>Hartford Siding</td>
<td>St. P. &amp; S. C. R. R.</td>
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<td>Hawarden</td>
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## FLORIDA.

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## ALTITUDES IN THE UNITED STATES

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(207)
### Idaho

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(209)
### ALTITUDES IN THE UNITED STATES.

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<td>Perm, surface of Illinois River</td>
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## INDIANA.

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<td>572</td>
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<td>Hart's Crossing</td>
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<td>Hastings</td>
<td>Inds. &amp; V. R. R.</td>
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<td>Hebron</td>
<td>Pan Handle R. R.</td>
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<td>Henryville</td>
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<td>U. S. Signal Office</td>
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<td>Do... Union Depot</td>
<td>C., C., &amp; I. R. R.</td>
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<td>Jamesboro</td>
<td>C., W. &amp; M. R. R.</td>
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<td>Kankakee</td>
<td>F. R. &amp; P. R. R.</td>
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<td>La Crosse</td>
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<td>Lake</td>
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<td>Laketon</td>
<td>Eel R. R.</td>
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<td>La Forte</td>
<td>L., S. &amp; M. S. R. R.</td>
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<tr>
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<td>C., C., &amp; I. R. R.</td>
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<td>Lawrencebrough</td>
<td>O. &amp; M. R. R.</td>
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<tr>
<td>Do... bench-mark on water table of the court-house front</td>
<td>U. S. C. &amp; G. S.</td>
<td>547</td>
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<tr>
<td>Leatherwood</td>
<td>I., D. &amp; S. R. R.</td>
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<td>Inds. &amp; La. F. R. R.</td>
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<td>Lewis Creek</td>
<td>J., M. &amp; I. R. R.</td>
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<td>Authority</td>
<td>Elevation (Feet)</td>
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<td>Liberty</td>
<td>C., H. &amp; D. R. R.</td>
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<td>Do. Mills</td>
<td>Eel R. R. R.</td>
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<td>Ligonier</td>
<td>L. S. &amp; M. S. R.</td>
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<td>Logansport</td>
<td>G. R. &amp; Ind. R. R.</td>
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<td>Lyons</td>
<td>C. W. &amp; M. R.</td>
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<td>1,010</td>
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<td>Do, foot of inclined plane</td>
<td>J., M. &amp; I. R. R.</td>
<td>472</td>
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<td>Manchester Avenue</td>
<td>C., C., C. &amp; I. R. R.</td>
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<td>Manilla</td>
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<td>Maplewood</td>
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<td>Marco</td>
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<td>Pan Handle R. R.</td>
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<td>Do</td>
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<td>Middle Fork</td>
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<td>Milford</td>
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<td>Millersburg</td>
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<td>Do summit of line</td>
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<td>Numa</td>
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<td>Ogdensburg</td>
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<tr>
<td>Peru</td>
<td>E. &amp; T. H. &amp; C. R. R.</td>
<td>592</td>
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<td>E. &amp; T. H. &amp; C. R. R.</td>
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<td>Pine</td>
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### INDIAN TERRITORY.

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(233)
### ALTITUDES IN THE UNITED STATES.

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Bull. 5—8

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## ALTITUDES IN THE UNITED STATES.

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## KENTUCKY

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<td>Do. top of bank on railroad terminus</td>
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<td>Horse Branch</td>
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<td>Do. tunnel, surface</td>
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<td>Do L. W. above falls</td>
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<td>Do Signal Station</td>
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### ALTITUDES IN THE UNITED STATES.

**[Bull. 5.]**

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## MICHIGAN.

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</thead>
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<tr>
<td>Harris</td>
<td>Mo., Kans. &amp; Tex. R. R.</td>
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<td>Hassard</td>
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<td>742</td>
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<td>St. L., I. Mt. &amp; S. R. R.</td>
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<td>Smithsonian Inst.</td>
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<td>598</td>
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<tr>
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<tr>
<td>Do</td>
<td>L. &amp; M. R. R.</td>
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<td>Higbee</td>
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<td>377</td>
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<td>861</td>
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<td>Toner</td>
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<td>Toner</td>
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<td></td>
<td>L. &amp; M. R. R. R.</td>
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<td>Do. top of bluffs</td>
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<td>McFall</td>
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<td>Macon (cross. St. L., K. C. &amp; N. R. R., where latter is 22.5 feet higher</td>
<td>H. &amp; St. J. R. R.</td>
<td>864</td>
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<td>Macon depot</td>
<td>H. &amp; St. J. R. R.</td>
<td>867</td>
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<tr>
<td>Maquirk's</td>
<td>Toner</td>
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<tr>
<td>Madison</td>
<td>Mo., Kans. &amp; Tex. R. R.</td>
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<td>Malden</td>
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<td>749</td>
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<td>Do. town</td>
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<td>Mendota</td>
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<td>Meramec</td>
<td>Toner</td>
<td>433</td>
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<td>Merceenea</td>
<td>Toner</td>
<td>419</td>
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<td>Toner</td>
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<td>Nodaway, side track</td>
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<td>Toner</td>
<td>611</td>
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<td>500</td>
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<td>Oregon</td>
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<td>Toner</td>
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<td>915</td>
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<td>R. &amp; S. R. R.</td>
<td>943</td>
</tr>
<tr>
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<td>Geol. S't'y of N. H.</td>
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<td>Bost., Con. &amp; Mont. R. R.</td>
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<td>Marlborough</td>
<td>Cheshire R. R.</td>
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<td>Mast Yard</td>
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<td>Meredith Village</td>
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<td>Middle Fisher Mountain, Tecumseh Group</td>
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<td>Milan</td>
<td>Grand Trunk R. R.</td>
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<td>Monadnock, Mount</td>
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<td>Monroe, Mount</td>
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<td>Moose hillock</td>
<td>Guyot</td>
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<td>Moriah, Mount</td>
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<td>Mount Sunapee Station</td>
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<td>Nashua</td>
<td>Boston, Lowell &amp; Nashua R. R.</td>
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<td>Do...Main street</td>
<td>Nashua, Acton &amp; Boston R. R.</td>
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<td>Worcester &amp; Nashua R. R.</td>
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<td>Do...Lake street</td>
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<td>Newbury Summit, on rail</td>
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<td>North Boscawen</td>
<td>Northern R. R.</td>
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<td>North Charlestown</td>
<td>Sullivan Co. R. R.</td>
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<td>North Conway Station</td>
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<td>North Stratford</td>
<td>Grand Trunk R. R</td>
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<td>North Weare</td>
<td>Manch. &amp; N. Weare R. R</td>
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<td>Osceola Mountain</td>
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<td>Osprey Mountain, East Knoll</td>
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<td>Pitman</td>
<td>Appalachian Club</td>
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<td>Owl's Head</td>
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<td>Pembigewasset Peak</td>
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<td>knaps</td>
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<td>Boston &amp; Maine R. R</td>
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<td>Plymouth</td>
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<td>Profile Lake</td>
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<td>Profile Mountain, true summit</td>
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<td>Prospect Mountain, Lancaster</td>
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<td>Petermann</td>
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<td>South Danbury</td>
<td>Northern R. R</td>
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<td>Stark</td>
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<td>Do.. Goodnow House</td>
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<td>Sunset Hill, Campton Village</td>
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<td>Swanzey</td>
<td>Ashuelot R. R</td>
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<tr>
<td>Table Mountain</td>
<td>Guyot.</td>
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<td>Taylor's Hill, West Campton</td>
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<tr>
<td>Tecumseh Mountain, highest peak.</td>
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<tr>
<td>Do.. S. W. shoulder</td>
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<td>Tremont</td>
<td>Guyot.</td>
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<td>Troy</td>
<td>Cheshire R. R</td>
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<td>Twin Mountain</td>
<td>Guyot.</td>
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<td>Upper Bartlett Station</td>
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<tr>
<td>Wakefield Station</td>
<td>P., G. F. &amp; C. R. R</td>
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### ALTITUDES IN THE UNITED STATES.

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<tr>
<th>Station</th>
<th>Authority</th>
<th>Elevation</th>
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<tbody>
<tr>
<td>Wallace Hill, Bethlehem</td>
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<td>Walpole</td>
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<td>Do</td>
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<td>Bost., Con. &amp; Mont. R. R.</td>
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<td>Do. Lion's Head</td>
<td>Appalachian Club</td>
<td>5,615</td>
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<td>Do. top south wall Huntingtong's ravine</td>
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<td>Do. Signal Station</td>
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<td>Welsh Mountain, lower peak</td>
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<td>Do. higher peak or &quot;Dicky Mountain&quot;</td>
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<td>West Andover</td>
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<td>West Concord</td>
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<td>Do. Sanborn's Hotel</td>
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<td>Do. post-office</td>
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<td>623</td>
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<td>Do. Rising Sun Church</td>
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<td>Sullivan Co. R. R.</td>
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<td>West Claremont</td>
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<td>Winchendon Village, crossing Cheshire Railroad</td>
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<td>Ashuelot R. R.</td>
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<td>Windham</td>
<td>Manch. &amp; Lawrence R. R.</td>
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<td>Windsor Railroad Bridge (center)</td>
<td>Sullivan Co. R. R.</td>
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<td>Suncook Valley R. R.</td>
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<td>P. G. F. &amp; C. R. R.</td>
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<td>Do. March 26, 1872</td>
<td>P. G. F. &amp; C. R. R.</td>
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<td>Wolfborough Junction, 50 miles from Portsmouth</td>
<td>P. G. F. &amp; C. R. R.</td>
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<td>Woodsville</td>
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<th>Elevation (Feet)</th>
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<td>Allendale</td>
<td>N. Y., L. E. &amp; W. R. R.</td>
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<td>Allen's Pond</td>
<td>N. J. Geol. Survey</td>
<td>897</td>
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<tr>
<td>Amboy, in passenger house on wharf</td>
<td>Camden &amp; A. R. R.</td>
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<td>Sussex R. R.</td>
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<td>Sussex R. R.</td>
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<td>Del. &amp; Raritan Canal</td>
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<td>Seabright, bench-mark at</td>
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<td>Somerville, bench-mark on court-house grounds</td>
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<td>Do bench-mark on base east pillar at court-house</td>
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<td>Th above Green street bridge</td>
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<tr>
<td>Do Clinton street station</td>
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<td>Do Junction</td>
<td>Phil. &amp; T. R. R.</td>
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## Altitudes in the United States

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### ALTITUDES IN THE UNITED STATES.

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## NORTH CAROLINA.

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### ALTITUDES IN THE UNITED STATES.

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### ALTITUDES IN THE UNITED STATES.

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### Altitudes in the United States.

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### ALTITUDES IN THE UNITED STATES.

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<td>Baumgardner's Station</td>
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<td>Baxter's</td>
<td>Bennett's Br. R. R.</td>
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<td>Bear Lake</td>
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<td>Beatty's Station</td>
<td>Pa. R. R.</td>
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<tr>
<td>Beaver</td>
<td>Cleve. &amp; P. R. R.</td>
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<td>Beaver, at Ohio River</td>
<td>Levels</td>
<td>668</td>
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<td>Beaver Co. Collieries, New Castle</td>
<td>N. C. &amp; B. V. R. R.</td>
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<td>Do Brier Hill, Mahoning Valley</td>
<td>N. C. &amp; B. V. R. R.</td>
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<td>Belmont</td>
<td>Phil. &amp; R. R. R.</td>
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<td>Berlin R. R.</td>
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<td>S. W. Pa. R. R.</td>
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<td>N. Pa. R. R.</td>
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<td>Birdshophorough</td>
<td>Philip &amp; R. R. R.</td>
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<td>Birmingham</td>
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<td>Do bridge</td>
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<td>Do...30th street</td>
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<td>Pa. R. R.</td>
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<td>Pa. R. R.</td>
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<td>Black Log Mountain</td>
<td>Levels</td>
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<td>Blair Furnace</td>
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<td>Blairsville Junction, intersection of B. &amp; I. B. of Pa. R. with main line</td>
<td>Pa. R. R.</td>
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<td>Blairsville, Market-street Station</td>
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<td>Blandon</td>
<td>E. Pa. R. R.</td>
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<td>Bloody Run Summit</td>
<td>H. &amp; B. T. R. R.</td>
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<td>Bloomfield, Iron Mines and Furnace</td>
<td>Pa. R. R.</td>
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<td>Blue Ball</td>
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<td>Bonnaffon</td>
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<td>Bowmansville</td>
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<td>Boyce's</td>
<td>Chartiers R. R.</td>
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<td>Boyd Farm</td>
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<td>Boyertown</td>
<td>C. R. R. R.</td>
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<td>Do...Bedford County</td>
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<td>Do...Cumberland County, north end</td>
<td>Cumberland Valley R. R.</td>
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<td>Susquehanna Bridge</td>
<td>T. &amp; C. R. R.</td>
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<td>Brilliant Station</td>
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<td>Briant's Station</td>
<td>Pa. R. R.</td>
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<tr>
<td>Bristol, middle of Market street</td>
<td>Phil. &amp; T. R. R.</td>
<td>21</td>
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<td>Brome Ford</td>
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<td>Broad Top City</td>
<td>Levels</td>
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<td>Schuylkill Valley R. R.</td>
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<td>Broadhead</td>
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<td>P. B. R. R.</td>
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<td>Brooklyn</td>
<td>E. B. &amp; W. R. R.</td>
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<td>Brookside, at crossing of creek</td>
<td>Mt. A. R. R.</td>
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<td>Brook Tunnel</td>
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<td>Brown</td>
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<td>Cumberland Turnpike</td>
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<td>Berlin R. R.</td>
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<td>N. L. R.</td>
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<td>Cumberland Valley R. R.</td>
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<td>U. S. C. &amp; G. S.</td>
<td>473</td>
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<td>Pa. R. R.</td>
<td>968</td>
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<td>A. V. R. R.</td>
<td>859</td>
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<td>Chester Valley R. R.</td>
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## ALTITUDES IN THE UNITED STATES.

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### Altitudes in the United States

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<tr>
<td>Do</td>
<td>W. line of depot</td>
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<tr>
<td>Do</td>
<td>curbstone at lamp post, United States Hotel</td>
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<tr>
<td>Do</td>
<td>W. line of Lebanon Valley Depot</td>
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<tr>
<td>Do</td>
<td>W. line of State street</td>
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<td>Do</td>
<td>src. with Pa. R. R. &amp; N. C. R. R.</td>
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<td>Do</td>
<td>top of N. rail, main east bound track, center of Market street (Pa. R. R.)</td>
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<tr>
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<td>top of N. rail, W. line of State st. (Pa. R. R.)</td>
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<tr>
<td>Do</td>
<td>top of N. rail, opposite 106th mile post (Pa. R. R.)</td>
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<tr>
<td>Do</td>
<td>top of N. rail at weighing scales, W. line of house, near 106th mile post</td>
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<tr>
<td>Do</td>
<td>top of north witness stone to meridian post, near the east entrance to State Capitol building</td>
<td></td>
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<tr>
<td>Do</td>
<td>B. M. on sandstone coping, near base of column, S. E. corner of vestibule, east entrance to State Capitol building (marked thus +)</td>
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<tr>
<td>Do</td>
<td>B. M. on slaty limestone rock in river bed, about 20 ft. S. from S. line of C. V. R. R. bridge, and 60 feet S. fr. 1st pier, 2 ft. above low-water mark</td>
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<tr>
<td>Harrisburg, top of S. rail, E. end of C. V. R. R. bridge</td>
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<tr>
<td>Harrisburg, top of S. rail, W. end of C. V. R. R. bridge</td>
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<tr>
<td>Harrisburg, B. M. on projecting course of stone work at base of 1st pier, S. W. cor. W. end of C. V. R. R. bridge</td>
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<td>Harrisburg, B. M. on center of top surface of monument in capitol grounds</td>
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<td>Harrisburg, B. M. on base pillar at S. E. corner capitol building</td>
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<td>...</td>
<td>U. S. C. &amp; G. S.</td>
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### ALTITUDES IN THE UNITED STATES.

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<td>Hulton Station</td>
<td>A. V. R. R.</td>
<td>778</td>
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<td>Hummelstown</td>
<td>Lebanon Valley R. R.</td>
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<tr>
<td>Hunkers</td>
<td>S. W. Pa. R. R.</td>
<td>945</td>
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<tr>
<td>Hunter</td>
<td>P., T. &amp; B. R. R.</td>
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<tr>
<td>Hunters</td>
<td>M. R. R.</td>
<td>1,547</td>
</tr>
<tr>
<td>Huntingdon</td>
<td>H. &amp; B. T. R. R.</td>
<td>691</td>
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<tr>
<td>Huntingdon Valley</td>
<td>Phil. &amp; N. R. R.</td>
<td>117</td>
</tr>
<tr>
<td>Huntingdon R. R.</td>
<td>P. &amp; E. R. R.</td>
<td>861</td>
</tr>
<tr>
<td>Huntley</td>
<td>P., T. &amp; R. R.</td>
<td>1,298</td>
</tr>
<tr>
<td>Hyde Park</td>
<td>P. &amp; E. R. R.</td>
<td>644</td>
</tr>
<tr>
<td>Hyde Park West</td>
<td>P., C. &amp; St. L. R. R.</td>
<td>847</td>
</tr>
<tr>
<td>Imperial</td>
<td>P., T. &amp; B. R. R.</td>
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<tr>
<td>Indian Creek</td>
<td>R. &amp; C. O. R.</td>
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<tr>
<td>Ingram</td>
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<td>871</td>
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<td>Iowa Mills</td>
<td>Bennett's Br. R. R.</td>
<td>1,299</td>
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<tr>
<td>Iron Bridge</td>
<td>Pa. R. R.</td>
<td>496</td>
</tr>
<tr>
<td>Do</td>
<td>P. &amp; C. R. R.</td>
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<td>Iron Stone</td>
<td>C. R. R.</td>
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<td>Irvinetown</td>
<td>D., A. V. &amp; P. R. R.</td>
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<tr>
<td>Do</td>
<td>P. &amp; E. R. R.</td>
<td>1,172</td>
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<td>Irvinetown Junction, with P. &amp; E. R. R.</td>
<td>P., T. &amp; B. R. R.</td>
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<td>Irving</td>
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<td>Pa. R. R.</td>
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<td>Pa. R. R.</td>
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<td>Jamestown</td>
<td>S. &amp; M. S. R. R.</td>
<td>990</td>
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<tr>
<td>Do</td>
<td>L. S. &amp; M. S. R. R.</td>
<td>990</td>
</tr>
<tr>
<td>Do</td>
<td>crossing E. &amp; P. R. R.</td>
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<tr>
<td>Do</td>
<td>L. S. &amp; M. S. R. R.</td>
<td>979</td>
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<tr>
<td>Do</td>
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<td>Do</td>
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<td>Jefferson</td>
<td>S. &amp; S. R. R.</td>
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<td>L. R. R. R. R.</td>
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<tr>
<td>Do</td>
<td>P. &amp; E. R. R.</td>
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<td>W. &amp; R. R. R.</td>
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<td>N. Y., L. E. &amp; W. R. R.</td>
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<td>M. C. R. R.</td>
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<td>Johnson</td>
<td>Chartiers R. R.</td>
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<td>Jonestown</td>
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<td>B. E. Valley R. R.</td>
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<td>Station</td>
<td>Authority</td>
<td>Elevation</td>
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<tr>
<td>-------------------------------</td>
<td>---------------------------------</td>
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<td>Kalmia Colliery</td>
<td>L. &amp; T. R. R.</td>
<td>1,27</td>
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<td>P. &amp; E. R. R.</td>
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<td>Karr's</td>
<td>W. Pa. R. R.</td>
<td>768</td>
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<td>Karns City</td>
<td>P. &amp; K. C. R. R.</td>
<td>1,204</td>
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<tr>
<td>Kassons</td>
<td>E. &amp; P. R. R.</td>
<td>1,111</td>
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<tr>
<td>Kanz P. O., water's edge, ordinary low water, middle creek</td>
<td>S. &amp; N. R. R.</td>
<td>448</td>
</tr>
<tr>
<td>Kearney's Station</td>
<td>Pa. R. R.</td>
<td>1,048</td>
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<tr>
<td>Keating</td>
<td>P. &amp; E. R. R.</td>
<td>718</td>
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<tr>
<td>Do. (Summit)</td>
<td>B. N. Y. &amp; P. R. R.</td>
<td>1,881</td>
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<td>Keesville</td>
<td>S. &amp; N. B. &amp; R.</td>
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<td>Kelley Station</td>
<td>A. V. R. R.</td>
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<tr>
<td>Kelly, State Agricultural College</td>
<td></td>
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<td>Kelleyville</td>
<td>W. C. &amp; P. R. R.</td>
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<td>Kennett Square</td>
<td>P. &amp; B. C. R. R.</td>
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<tr>
<td>Keystone</td>
<td>M. &amp; S. R. R.</td>
<td>1,633</td>
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<tr>
<td>Do., Keysers Coal and Maff. Co</td>
<td>S. R. R.</td>
<td>1,504</td>
</tr>
<tr>
<td>Kilbourne's (Water, Pine Creek)</td>
<td>J. S. C. &amp; B. R. R.</td>
<td>1,301</td>
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<td>Kimberton</td>
<td>Pickering Valley R. R.</td>
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<td>King of Prussia</td>
<td>Chester Valley R. R.</td>
<td>190</td>
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<td>Kibbles</td>
<td>Del., L. &amp; W. R. R.</td>
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<td>Kingstown</td>
<td>Pa. R. R.</td>
<td>464</td>
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<tr>
<td>Kinzers</td>
<td>N. Y. &amp; N. R. &amp; P. R. R.</td>
<td>1,866</td>
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<td>Kinnizz</td>
<td>N. Y., L. E. &amp; W. R. R.</td>
<td>1,110</td>
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<td>Kinzna Viaduct</td>
<td>D., H. &amp; W. R. R.</td>
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<tr>
<td>Kipp's Run</td>
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<td>Kirkland</td>
<td>Pa. R. R.</td>
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<tr>
<td>Kittanning</td>
<td>A. V. R. R.</td>
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<tr>
<td>Do... top of curbstone on street corner in front of Valley Central Hotel</td>
<td>D. H. &amp; W. R. R.</td>
<td>445</td>
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<td>Kline's Grove</td>
<td>N. Pa. R. R.</td>
<td>530</td>
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<td>Koffles Gap</td>
<td>C. &amp; W. R. R.</td>
<td>1,225</td>
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<td>Krebs</td>
<td>Lehigh Valley R. R.</td>
<td>658</td>
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<td>Lackawanna</td>
<td>Del., L. &amp; W. R. R.</td>
<td>637</td>
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<td>Do.</td>
<td>N. Y., L. E. &amp; W. R. R.</td>
<td>648</td>
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<td>Do... Junction</td>
<td>Lehigh Valley R. R.</td>
<td>569</td>
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<tr>
<td>La Fayette</td>
<td>Phil. &amp; R. R. R.</td>
<td>55</td>
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<tr>
<td>Lagrange</td>
<td>Lehigh Valley R. R.</td>
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<tr>
<td>Lakelville</td>
<td>U. &amp; T. R. R.</td>
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<td>B. R. R.</td>
<td>1,042</td>
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<td>P. W. &amp; B. R. R.</td>
<td>37</td>
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<td>Lancaster Junction</td>
<td>R. &amp; C. R. R.</td>
<td>378</td>
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<td>Do... B. M. on stone wall, Lancaster Locomotive Works</td>
<td>Pa. R. R.</td>
<td>359</td>
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<tr>
<td>Lancaster Pike</td>
<td>E. B. &amp; W. R. R.</td>
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<tr>
<td>Landingville</td>
<td>Phil. &amp; R. R. R.</td>
<td>563</td>
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<td>Lansburgh</td>
<td>Levels</td>
<td>740</td>
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<tr>
<td>Lansiville</td>
<td>R. &amp; C. R. R.</td>
<td>404</td>
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<tr>
<td>Do... R. &amp; Col. R. R. Crossing</td>
<td>Pa. R. R.</td>
<td>405</td>
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<td>Lanes Mill</td>
<td>N. Y., R. &amp; P. R. R.</td>
<td>1,087</td>
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<tr>
<td>Langdons</td>
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<td>Langiag Furnace</td>
<td>M. C. R. R.</td>
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<td>Lausdale Junction</td>
<td>N. Pa. R. R.</td>
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<td>Larabee</td>
<td>B., N. Y. &amp; P. R. R.</td>
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<td>Laughlin</td>
<td>B. &amp; O. R. R.</td>
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<td>Laurel</td>
<td>P. B. R. R.</td>
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<td>E. B. &amp; W. R. R.</td>
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<td>Pa. R. R.</td>
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<td>Mifflin &amp; Center Co. R. R.</td>
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<td>B. N. Y. &amp; P. R. R.</td>
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<td>L. &amp; Q. R. R.</td>
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<td>Morrisville, N. E. side of Wash. street</td>
<td>Phil. &amp; T. R. R.</td>
<td>34</td>
</tr>
<tr>
<td>Morton</td>
<td>W. C. &amp; P. R. R.</td>
<td>121</td>
</tr>
<tr>
<td>Mortonville</td>
<td>W. &amp; R. R. R.</td>
<td>260</td>
</tr>
<tr>
<td>Moscow</td>
<td>Del. L. &amp; W. R. R.</td>
<td>1,558</td>
</tr>
<tr>
<td>Mount Bartow</td>
<td>C. R. R.</td>
<td>469</td>
</tr>
<tr>
<td>Mount Braddock</td>
<td>S. W. Pa. Extension</td>
<td>1,283</td>
</tr>
<tr>
<td>Mount Carbon</td>
<td>P. &amp; C. R. R.</td>
<td>1,175</td>
</tr>
<tr>
<td>Mount Carmel</td>
<td>Phil. &amp; E. R. R.</td>
<td>1,054</td>
</tr>
<tr>
<td>Mount Dallas</td>
<td>N. C. R. R.</td>
<td>1,054</td>
</tr>
<tr>
<td>Mount Eagle</td>
<td>Bed. &amp; Bridge. R. R.</td>
<td>1,053</td>
</tr>
<tr>
<td>Mount Pleasant</td>
<td>Pa. R. R.</td>
<td>356</td>
</tr>
<tr>
<td>Do</td>
<td>Bennett's Branch R. R.</td>
<td>999</td>
</tr>
<tr>
<td>Mount Union, junction of E. B. T. R. R.</td>
<td>T. &amp; C. R. R.</td>
<td>1,784</td>
</tr>
<tr>
<td>(narrow gauge)</td>
<td>F. &amp; C. R. R.</td>
<td>1,050</td>
</tr>
<tr>
<td>Mountville</td>
<td>Pa. R. R.</td>
<td>597</td>
</tr>
<tr>
<td>Mount Wolf</td>
<td>Pa. R. R.</td>
<td>404</td>
</tr>
<tr>
<td>Muddy Creek Forks, B. M.</td>
<td>N. C. R. R.</td>
<td>376</td>
</tr>
<tr>
<td>Mud Pike</td>
<td>P. B. R. R.</td>
<td>376</td>
</tr>
<tr>
<td>Munsey</td>
<td>S. &amp; M. P. R. R.</td>
<td>916</td>
</tr>
<tr>
<td>Do</td>
<td>C. &amp; W. R. R.</td>
<td>495</td>
</tr>
<tr>
<td>Do</td>
<td>P. &amp; E. R. R.</td>
<td>519</td>
</tr>
<tr>
<td>Station</td>
<td>Authority</td>
<td>Elevation</td>
</tr>
<tr>
<td>------------------------</td>
<td>--------------------------------</td>
<td>-----------</td>
</tr>
<tr>
<td>Munroe</td>
<td>Cumberland T'p'k</td>
<td>1,065</td>
</tr>
<tr>
<td>Mordocks</td>
<td>Pa. R. R.</td>
<td>1,026</td>
</tr>
<tr>
<td>Murray</td>
<td>L. &amp; M. R.</td>
<td>456</td>
</tr>
<tr>
<td>Myers-town</td>
<td>Lebanon Valley R. R.</td>
<td>474</td>
</tr>
<tr>
<td>Nagney</td>
<td>M. &amp; C. Co. R. R.</td>
<td>678</td>
</tr>
<tr>
<td>Nanticoke</td>
<td>Del. &amp; W. R. R.</td>
<td>538</td>
</tr>
<tr>
<td>Napier</td>
<td>Bed. &amp; Bridge R. R.</td>
<td>1,108</td>
</tr>
<tr>
<td>Naples</td>
<td>L. &amp; S. &amp; M. S. R. R.</td>
<td>1,165</td>
</tr>
<tr>
<td>Nashua</td>
<td>E. &amp; F. R. R.</td>
<td>821</td>
</tr>
<tr>
<td>Natrona</td>
<td>W. Pa. R. R.</td>
<td>765</td>
</tr>
<tr>
<td>Nelson</td>
<td>C. C. &amp; A. R. R.</td>
<td>1,186</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Do</td>
<td>N. C. &amp; F. R. R.</td>
<td>1,060</td>
</tr>
<tr>
<td>Neshanock Falls</td>
<td>N. C. &amp; F. R. R.</td>
<td>992</td>
</tr>
<tr>
<td>Nesquethoning</td>
<td>N. Valley R. R.</td>
<td>801</td>
</tr>
<tr>
<td>New Albany</td>
<td>S. I. &amp; S. R. R.</td>
<td>1,197</td>
</tr>
<tr>
<td>New Berlin</td>
<td>C. R. R.</td>
<td>364</td>
</tr>
<tr>
<td>Newberry</td>
<td>P. &amp; E. R. R.</td>
<td>529</td>
</tr>
<tr>
<td>New Bethlehem</td>
<td>Bennett's Branch R. R.</td>
<td>1,060</td>
</tr>
<tr>
<td>New Bridge</td>
<td>H. &amp; E. R. R.</td>
<td>831</td>
</tr>
<tr>
<td>New Brighton</td>
<td>P., Ft. W. &amp; C. R. R.</td>
<td>750</td>
</tr>
<tr>
<td>New Buffalo, water in mill-race</td>
<td>S. &amp; N. B. R. R.</td>
<td>377</td>
</tr>
<tr>
<td>New Castle</td>
<td>M. C. R. R.</td>
<td>376</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Do . . . . . . junction with E. &amp; P. R. R.</td>
<td>N. C. &amp; B. V. R. R.</td>
<td>803</td>
</tr>
<tr>
<td>Do . . . . . . junction with N. C. &amp; B. V. R. R. half mile south of city</td>
<td>N. C. &amp; F. R. R.</td>
<td>793</td>
</tr>
<tr>
<td>New Castle Pit</td>
<td>Lehigh Valley R. R.</td>
<td>721</td>
</tr>
<tr>
<td>New Columbia</td>
<td>C. &amp; W. R. R.</td>
<td>477</td>
</tr>
<tr>
<td>New Cumberland</td>
<td>N. C. R. R.</td>
<td>312</td>
</tr>
<tr>
<td>New Florence</td>
<td>Pa. R. R.</td>
<td>1,076</td>
</tr>
<tr>
<td>New Freedom</td>
<td>N. C. R. R.</td>
<td>827</td>
</tr>
<tr>
<td>New Hamburgh</td>
<td>S. &amp; A. R. R.</td>
<td>1,158</td>
</tr>
<tr>
<td>New Haven</td>
<td>S. W. Pa. Extension</td>
<td>593</td>
</tr>
<tr>
<td>Newkirk</td>
<td>S. Valley R. R.</td>
<td>912</td>
</tr>
<tr>
<td>New Milton</td>
<td>Del. &amp; W. R. R.</td>
<td>1,067</td>
</tr>
<tr>
<td>New Philadelphia</td>
<td>S. Valley R. R.</td>
<td>690</td>
</tr>
<tr>
<td>Newport</td>
<td>Lehigh Valley R. R.</td>
<td>1,023</td>
</tr>
<tr>
<td>Do . . . . . .</td>
<td>N. C. &amp; B. V. R. R.</td>
<td>812</td>
</tr>
<tr>
<td>Do . . . . . .</td>
<td>Pa. R. R.</td>
<td>395</td>
</tr>
<tr>
<td>New Providence Station</td>
<td>L. &amp; Q. R. R.</td>
<td>401</td>
</tr>
<tr>
<td>Newtow</td>
<td>D. A. V. &amp; P. R. R.</td>
<td>1,411</td>
</tr>
<tr>
<td>Newton Hamilton</td>
<td>Pa. R. R.</td>
<td>559</td>
</tr>
<tr>
<td>Newton's Mills</td>
<td>P. &amp; F. R. R.</td>
<td>1,258</td>
</tr>
<tr>
<td>Newtown</td>
<td>Phil. &amp; N. R. R.</td>
<td>145</td>
</tr>
<tr>
<td>Newville</td>
<td>Cumberland Valley R. R.</td>
<td>533</td>
</tr>
<tr>
<td>New York Junction</td>
<td>Phil. &amp; R. R. R.</td>
<td>105</td>
</tr>
<tr>
<td>Nicetown</td>
<td>Phil. &amp; R. R. R.</td>
<td>139</td>
</tr>
<tr>
<td>Nicholson</td>
<td>Del. &amp; L. &amp; W. R. R.</td>
<td>769</td>
</tr>
<tr>
<td>Nigger Hill</td>
<td>N. Pa. R. R.</td>
<td>452</td>
</tr>
<tr>
<td>Niles Valley</td>
<td>C. C. &amp; A. R. R.</td>
<td>1,102</td>
</tr>
<tr>
<td>Nineveh</td>
<td>Pa. R. R.</td>
<td>1,192</td>
</tr>
<tr>
<td>Do . . . . . . junction</td>
<td>N. Y. L. E. &amp; W. R. R.</td>
<td>981</td>
</tr>
<tr>
<td>Noble's</td>
<td>U. &amp; T. R. R.</td>
<td>1,298</td>
</tr>
<tr>
<td>Noblestown</td>
<td>P. &amp; C. &amp; St. L. R. R.</td>
<td>926</td>
</tr>
<tr>
<td>Norristown</td>
<td>Phil. &amp; R. R. R.</td>
<td>75</td>
</tr>
<tr>
<td>Northbrook</td>
<td>W. &amp; R. R. R.</td>
<td>209</td>
</tr>
<tr>
<td>North East</td>
<td>L. S. &amp; M. S. R. R.</td>
<td>805</td>
</tr>
<tr>
<td>North East . . . . . .</td>
<td>Lehigh Valley R. R.</td>
<td>237</td>
</tr>
<tr>
<td>North Point</td>
<td>P. &amp; E. R. R.</td>
<td>650</td>
</tr>
<tr>
<td>Northumberland, intersection with Blooms-</td>
<td>S. &amp; N. B. R. R.</td>
<td>452</td>
</tr>
<tr>
<td>burgh Division D., L. &amp;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>W. R. R.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Station</td>
<td>Authority</td>
<td>Elevation</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>--------------------------------</td>
<td>-----------</td>
</tr>
<tr>
<td>Do</td>
<td>Del., L. &amp; W. R. R.</td>
<td>454</td>
</tr>
<tr>
<td>North Warren</td>
<td>Del., L. &amp; W. R. R.</td>
<td>1,316</td>
</tr>
<tr>
<td>North West</td>
<td>W. Pa. R. R.</td>
<td>894</td>
</tr>
<tr>
<td>Oakdale</td>
<td>B. &amp; O. R. R.</td>
<td>849</td>
</tr>
<tr>
<td>Do</td>
<td>P. &amp; C. &amp; St. L. R. R.</td>
<td>906</td>
</tr>
<tr>
<td>Oak Hill Station</td>
<td>Pa. R. R.</td>
<td>750</td>
</tr>
<tr>
<td>Oakland</td>
<td>Chester Valley R. R.</td>
<td>301</td>
</tr>
<tr>
<td>Do</td>
<td>Del., L. &amp; W. R. R.</td>
<td>1,011</td>
</tr>
<tr>
<td>Oakley's</td>
<td>Del., L. &amp; W. R. R.</td>
<td>945</td>
</tr>
<tr>
<td>Oaks</td>
<td>Perkiomen R. R.</td>
<td>130</td>
</tr>
<tr>
<td>O'Hara</td>
<td>E. &amp; C. R. R.</td>
<td>2,015</td>
</tr>
<tr>
<td>Ohio Pyle</td>
<td>B. &amp; O. R. R.</td>
<td>1,257</td>
</tr>
<tr>
<td>Oil City</td>
<td>L. S. &amp; M. S. R. R.</td>
<td>1,010</td>
</tr>
<tr>
<td>Do</td>
<td>P., T. &amp; B. R. R.</td>
<td>1,150</td>
</tr>
<tr>
<td>Do. Centre street crossing</td>
<td>L. S. &amp; M. S. R. R.</td>
<td>1,010</td>
</tr>
<tr>
<td>Do. east, connects with A. V. R. R.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oléopolis</td>
<td>P., T. &amp; B. R. R.</td>
<td>1,032</td>
</tr>
<tr>
<td>Do</td>
<td>Pithole Valley R. R.</td>
<td>1,019</td>
</tr>
<tr>
<td>Olyphant</td>
<td>L. R. R.</td>
<td>810</td>
</tr>
<tr>
<td>Ore Valley, B. M</td>
<td>P. B. R. R.</td>
<td>570</td>
</tr>
<tr>
<td>Osceola</td>
<td>B. &amp; O. R. R.</td>
<td>765</td>
</tr>
<tr>
<td>Paintersville</td>
<td>S. W. Pa. R. R.</td>
<td>932</td>
</tr>
<tr>
<td>Palmyra</td>
<td>L. Br. &amp; P. R. R.</td>
<td>455</td>
</tr>
<tr>
<td>Paoli</td>
<td>Pa. R. R.</td>
<td>534</td>
</tr>
<tr>
<td>Paoli Road</td>
<td>Chester Valley R. R.</td>
<td>238</td>
</tr>
<tr>
<td>Paradise</td>
<td>Del., L. &amp; W. R. R.</td>
<td>1,521</td>
</tr>
<tr>
<td>Pardee</td>
<td>S. &amp; A. R. R.</td>
<td>1,205</td>
</tr>
<tr>
<td>Paris Road</td>
<td>P., C. &amp; St. L. R. R.</td>
<td>835</td>
</tr>
<tr>
<td>Parker Junction with A. V. R. R.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parker Station</td>
<td>P. &amp; K. C. R. R.</td>
<td>888</td>
</tr>
<tr>
<td>Parkesburgh</td>
<td>A. V. R. R.</td>
<td>889</td>
</tr>
<tr>
<td>Parkton</td>
<td>Pa. R. R.</td>
<td>537</td>
</tr>
<tr>
<td>Parnassus Station</td>
<td>N. C. R. R.</td>
<td>430</td>
</tr>
<tr>
<td>Parryville</td>
<td>A. V. R. R.</td>
<td>763</td>
</tr>
<tr>
<td>Paschall</td>
<td>L. &amp; S. S. R. R.</td>
<td>443</td>
</tr>
<tr>
<td>Patton's</td>
<td>P., W. &amp; B. R. R.</td>
<td>58</td>
</tr>
<tr>
<td>Do. bench on top of parapet coping of arch culvert, W. side of road</td>
<td>W. C. R. R.</td>
<td>506</td>
</tr>
<tr>
<td>Paxton</td>
<td>Bennett's Br. R. R.</td>
<td>1,131</td>
</tr>
<tr>
<td>Peach Bottom</td>
<td>Lebanon Valley R. R.</td>
<td>376</td>
</tr>
<tr>
<td>Do</td>
<td>C. &amp; P. D. R. R.</td>
<td>99</td>
</tr>
<tr>
<td>Pecoson</td>
<td>P. B. R. R.</td>
<td>118</td>
</tr>
<tr>
<td>Poncevd</td>
<td>W. &amp; R. R. R.</td>
<td>180</td>
</tr>
<tr>
<td>Pennsylvania House</td>
<td>Phil. &amp; R. R R</td>
<td>61</td>
</tr>
<tr>
<td>Peullyn</td>
<td>P., T. &amp; B. R. R.</td>
<td>1,153</td>
</tr>
<tr>
<td>Pennfield</td>
<td>N. Pa. R. R.</td>
<td>239</td>
</tr>
<tr>
<td>Penn Haven</td>
<td>Bennett's Br. R. R.</td>
<td>1,289</td>
</tr>
<tr>
<td>Do. junction</td>
<td>L. &amp; S. R. R.</td>
<td>724</td>
</tr>
<tr>
<td>Do</td>
<td>Lehigh Valley R. R.</td>
<td>705</td>
</tr>
<tr>
<td>Penning (t)</td>
<td>L. &amp; S. R. R.</td>
<td>705</td>
</tr>
<tr>
<td>Penn's Saummit</td>
<td>Pa. R. R.</td>
<td>500</td>
</tr>
<tr>
<td>Penn Station</td>
<td>E. Pa. R. R.</td>
<td>257</td>
</tr>
<tr>
<td>Penn's Station</td>
<td>Pa. &amp; Del. R.</td>
<td>463</td>
</tr>
<tr>
<td>Do</td>
<td>P. &amp; B. C. R. R.</td>
<td>506</td>
</tr>
<tr>
<td>Pennsville</td>
<td>Pa. R. R.</td>
<td>974</td>
</tr>
<tr>
<td>Pequeh Station</td>
<td>S. W. Pa. R. R.</td>
<td>1,054</td>
</tr>
<tr>
<td>Do</td>
<td>Phil. &amp; T. R. R.</td>
<td>21</td>
</tr>
<tr>
<td>Perkiomen Station</td>
<td>L &amp; Q. R. R.</td>
<td>300</td>
</tr>
<tr>
<td>Perryville</td>
<td>Phil. &amp; R. R. R.</td>
<td>109</td>
</tr>
<tr>
<td>(388)</td>
<td>Pa. R. R.</td>
<td>441</td>
</tr>
<tr>
<td>Station</td>
<td>Authority</td>
<td>Elevation (Feet)</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>--------------------------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>Petersburgh</td>
<td>Pa. R. R.</td>
<td>678</td>
</tr>
<tr>
<td>Peter's Mills</td>
<td>L. &amp; L. R. R.</td>
<td>255</td>
</tr>
<tr>
<td>Petroleum Centre</td>
<td>P., T. &amp; B. R. R.</td>
<td>1,089</td>
</tr>
<tr>
<td>Petrolia</td>
<td>P. &amp; K. C. R. R.</td>
<td>1,175</td>
</tr>
<tr>
<td>Do. Market street</td>
<td>Pa. R. R.</td>
<td>32</td>
</tr>
<tr>
<td>Do. West Philadelphia</td>
<td>Pa. R. R.</td>
<td>34</td>
</tr>
<tr>
<td>Do. Fairmount bridge</td>
<td>Pa. R. R.</td>
<td>51</td>
</tr>
<tr>
<td>Do. City Richmond street bridge</td>
<td>Phil. &amp; R. R. R.</td>
<td>28</td>
</tr>
<tr>
<td>Do. Depot, cor. 9th and Green st.</td>
<td>Phil. &amp; R. R. R.</td>
<td>47</td>
</tr>
<tr>
<td>Do. Do. at Willow st.</td>
<td>N. Pa. R. R.</td>
<td>28</td>
</tr>
<tr>
<td>Do. Kensington, Frankford road crossing</td>
<td>Phil. &amp; T. R. R.</td>
<td>32</td>
</tr>
<tr>
<td>Do. Frankford Station, middle of Church stree*</td>
<td>Phil. &amp; T. R. R.</td>
<td>32</td>
</tr>
<tr>
<td>Do. Bridesburgh, middle of Bridge street-</td>
<td>Phil. &amp; T. R. R.</td>
<td>32</td>
</tr>
<tr>
<td>Do. Tacony</td>
<td>Phil. &amp; T. R. R.</td>
<td>34</td>
</tr>
<tr>
<td>Do. Southwark</td>
<td>Phil. &amp; T. R. R.</td>
<td>34</td>
</tr>
<tr>
<td>Do. 3d street</td>
<td>P., W. &amp; B. R. R.</td>
<td>27</td>
</tr>
<tr>
<td>Do. 6th street</td>
<td>P., W. &amp; B. R. R.</td>
<td>33</td>
</tr>
<tr>
<td>Do. 7th street</td>
<td>P., W. &amp; B. R. R.</td>
<td>34</td>
</tr>
<tr>
<td>Do. 10th street</td>
<td>P., W. &amp; B. R. R.</td>
<td>32</td>
</tr>
<tr>
<td>Do. 12th street</td>
<td>P., W. &amp; B. R. R.</td>
<td>27</td>
</tr>
<tr>
<td>Do. 15th street</td>
<td>P., W. &amp; B. R. R.</td>
<td>36</td>
</tr>
<tr>
<td>Do. Signal Station</td>
<td>U. S. Signal Office</td>
<td>52</td>
</tr>
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<td>Pittsburgh</td>
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<td>Do., high water, 1892</td>
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<td>Pa. R. R.</td>
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<td>Stoneboro's, junction with F division of L. S. &amp; M. S. R. R.</td>
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<td>Stone House</td>
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<td>Sugar Noch</td>
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<td>Sullivan</td>
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<td>Sunbury</td>
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<td>441</td>
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<td>444</td>
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<td>Do. junction with D. W. &amp; H. R. R. N. C. R. R.</td>
<td>451</td>
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<td>Do. Washington street crossing</td>
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<td>Do. Monroe street crossing</td>
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<td>Station</td>
<td>Authority</td>
<td>Elevation</td>
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<td>Do., switch at upper depot</td>
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<td>L. S. &amp; M. S. R. R.</td>
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Bull. 5—18.
### ALTITUDES IN THE UNITED STATES.

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## TENNESSEE.

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### VIRGINIA

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## WEST VIRGINIA.

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(439)
### Altitudes in the United States

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| Do...Junction            | M. L. S. &amp; W. R. R.   | 789       |
| Hudson                   | C. &amp; N. W. R. R.     | 700       |
| Humbird                  | M. L. S. &amp; W. R. R.   | 1,018      |
| Hunting                  | N. W. U. R. R.       | 940       |
| Jackson                  | Wis. Cent. R. R.     | 1,145     |
| Junction City            |                      |           |
| Kaukauna                 | M. L. S. &amp; W. R. R.   | 655       |
| Kelleys                  | M. L. S. &amp; W. R. R.   | 1,345     |
| Kewaskum                 | N. W. U. R. R.       | 859       |
| Kiel                     | Mil. &amp; N. R. R.      | 915       |
| Knapp                    | C. &amp; N. W. R. R.     | 910       |
| Knowlton                 | Wis. Val. R. R.      | 1,131     |
| La Crosse, L. W.         | U. S. Engr. Corps    | 626       |
| Do...C. M. &amp; St. P. R. R. | City Engineer       | 698       |
| Lake Shore Junction      | U. S. Signal Office  | 708       |
| Lavalle                  | M. L. S. &amp; W. R. R.   | 642       |
| Lebanon, Geodetic Station |                      |           |
| Lindvile                 | N. W. U. R. R.       | 697       |
| Lisbon, Geodetic Station | U. S. Lake Survey    | 1,019     |
| Little Chute             | U. S. Lake Survey    | 638       |
| Lodi                     | C. &amp; N. W. R. R.     | 1,054     |
| Lowries                  | C. &amp; N. W. R. R.     | 707       |
| Madison, cross. C. &amp; N. W. &amp; P. du C. R. R. | U. S. Signal Office  | 848       |
| Do...Signal Station      | M. L. S. &amp; W. R. R.   | 848       |
| Manitowoc                | Mil. &amp; N. R. R.      | 832       |</p>
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### ALTITUDES IN THE UNITED STATES.

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