

October 11, 1946

UNITED STATES COAST AND GEODETIC SURVEY
First-order leveling

Uhrichsville, Ohio, to Benwood, W.Va.

Standard elevations based on the Sea-level Datum of 1929 through the medium of the Parkersburg, W.Va.-Uniontown, Pa., Supplementary Adjustment of 1943. These elevations SUPERSEDE those previously published.

This line follows the Baltimore & Ohio Railroad from Uhrichsville through Flushing and Bellaire, Ohio, to Benwood, W.Va. The portion of the line from Uhrichsville to Flushing was leveled from November 19, 1934, to March 1, 1935, by a party in charge of W.M. Gibson, junior hydrographic and geodetic engineer. The portion of the line from Flushing to Benwood was leveled from December 4 to 20, 1943, by a party in charge of C.J. Beyma, hydrographic and geodetic engineer. The portion of the line from Holloway to Flushing was leveled from December 2 to 4, 1943, by a party in charge of C.J. Beyma, hydrographic and geodetic engineer. The elevations given below are derived from the latest leveling.

NOTE.--This line follows the route of the Baltimore & Ohio Railroad line "Uhrichsville, Ohio, to Benwood, W.Va." This list includes descriptions and elevations of only those of the old bench marks that were included in the levelings of 1934-35 and 1943. In most cases, elevations based on the Sea-level Datum of 1929 can be computed for the bench marks which are omitted. If for any reason, such information is desired, a request should be addressed to The Director, U.S. Coast and Geodetic Survey, Washington 25, D.C., and marked for the attention of the Section of Leveling.

For additional bench marks in the vicinity of Uhrichsville, see "Warwick to Uhrichsville, Ohio," "Uhrichsville, Ohio, to Louise, W.Va.," and "Valley Crossing to Uhrichsville and Station 15 P.O., Ohio."

K 64 X.--About 3.3 miles south along the Baltimore & Ohio Railroad from the station at Uhrichsville, Tuscarawas County, about 3/4 mile southwest of Newport, about 5 yards west of pole 57+25, at bridge 21 over Stillwater Creek, in the top of the northeast wing wall of the southeast abutment, 5 feet northeast of the northeast rail, and about 1 foot lower than the top of the rail. A standard disk, stamped "K 64 X 1934." (264.755 meters or 868.617 feet.)

J 64 X.--About 1.2 miles north along the Baltimore & Ohio Railroad from the station at Stillwater, Tuscarawas County, at a bridge on State Highway 8, in the west face of the east concrete arcade supporting the bridge, about 4 yards east of the east rail, and about 3-1/2 feet higher than the top of the rail. A standard disk, stamped "J 64 X 1934" and set vertically. (267.726 meters or 878.364 feet.)

H 64 X.--About 0.8 mile south along the Baltimore & Ohio Railroad from the station at Stillwater, Tuscarawas County, about 26 yards southwest of the center of the crossing of State Highway 8, at bridge 18 over Stillwater Creek, in the top of the west end of the north abutment, 6 feet west of the west rail, and about 1 foot lower than the top of the rail. A standard disk, stamped "H 64 X 1934." (263.175 meters or 863.433 feet.)

G 64 X.--About 1.8 miles south along the Baltimore & Ohio Railroad from the station at Stillwater, Tuscarawas County, about 12 yards northwest of pole 52+30, at bridge 17 over Stillwater Creek, in the top of the southeast wing wall of the south abutment, 6 feet east of the east rail, and about 8 inches lower than the top of the rail. A standard disk, stamped "G 64 X 1934." (264.294 meters or 867.105 feet.)

F 64 X.--At Tippecanoe, Harrison County, about 200 yards north of the Baltimore & Ohio Railroad station, about 1 pole north of pole 49+35, at bridge 16 over Stillwater Creek, in the top of the west wing wall of the south abutment, 7 feet west of the west rail, and about 1 foot lower than the top of the rail. A standard disk, stamped "F 64 X 1934." (266.548 meters or 874.500 feet.)

E 64 X.--About 2.4 miles south along the Baltimore & Ohio Railroad from the station at Tippecanoe, Harrison County, about 1 pole northwest of pole 47+25, at bridge 11 over Stillwater Creek, in the top of the southwest wing wall of the southeast abutment, 6.9 feet southwest of the southwest rail, and about 1 foot lower than the top of the rail. A standard disk, stamped "E 64 X 1934." (267.858 meters or 878.797 feet.)

66 (B. & O.R.R.).--About 1.9 miles north along the Baltimore & Ohio Railroad from the station at Preepoot, Harrison County, about 1-1/2 poles south of pole 45+25, at a stone culvert, in the top of the northwest corner of the west head wall, about 9 yards west of the west rail, and about 3 feet lower than the top of the rail. A copper bolt. (266.747 meters or 875.152 feet.)

67 (B. & O.R.R.).--About 1.1 miles north along the Baltimore & Ohio Railroad from the station at Preepoot, Harrison County, about 28 yards southwest of pole 44+35, about 12 yards southwest of a whistle post, at a cattle pass, in the top of the northwest corner of the west head wall, about 7 yards west of the west rail, and about 4 feet lower than the top of the rail. A copper bolt. (266.899 meters or 875.651 feet.)

D 64 X.--About 1.8 miles northwest along the Baltimore & Ohio Railroad from the station at Piedmont, Harrison County, about 1 pole northwest of pole 41+20, at bridge 6 over Stillwater Creek, in the top of the northwest abutment, 5.8 feet northeast of the southeast end, 5 feet southwest of the southwest rail, and about 1 foot lower than the top of the rail. A standard disk, stamped "D 64 X 1934." (271.160 meters or 889.631 feet.)

C 64 X.--At Piedmont, Harrison County, on the Baltimore & Ohio Railroad, about 200 feet southeast of a dirt-road crossing, at bridge 2 in the top of the south end of the west concrete abut-

ment, 11 feet south of the center line of the south track, and about 1-1/2 feet lower than the track. A standard disk, stamped "C 64 X 1934." (271.144 meters or 889.578 feet.)

Y 115.--About 1.3 miles southeast along the Baltimore & Ohio Railroad from Piedmont, Harrison County, at bridge 1, in the top of the northeast end of the northwest concrete abutment, 12 feet northeast of the center line of the northeast track, and about 1-1/2 feet lower than the track. A standard disk, stamped "Y 115 1943." (272.903 meters or 895.349 feet.)

B 64 X.--About 1.6 miles southeast along the Baltimore & Ohio Railroad from the station at Piedmont, Harrison County, at a dirt-road crossing, 33 feet east of the center line of the road, 27 feet northwest of pole 37+36, at a concrete culvert, in the top of the northwest end of the southwest head wall, 9 feet southwest of the center line of the southwest track, and about 2 feet lower than the track. A standard disk, stamped "B 64 X 1934." (272.824 meters or 895.090 feet.) HAR CO SEC 22 10-6 PIEDMONT Q

G 114.--In Harrison County, about 2.0 miles northwest along the Baltimore & Ohio Railroad from the yard office at Holloway, Belmont County, at the northwest yard limit, at milepost B 37, in the top of the south corner of the concrete base of the B-C division sign, 8.5 feet northeast of the center line of the track, and about level with the track. A standard disk, stamped "G 114 1943." (275.092 meters or 902.531 feet.) HAR CO SEC 14 10-6 PIEDMONT Q

Top of northeast rail opposite Baltimore & Ohio Railroad milepost B 37. (903.2 feet.)

F 114.--About 1.2 miles west along the Baltimore & Ohio Railroad from the yard office at Holloway, Belmont County, about 0.15 mile west of a coal-loading chute, about 245 feet east of a dirt-road crossing, at a bridge, in the top of the south end of the west concrete abutment, 11 feet south of the center line of the south track, and about 1 foot lower than the track. A standard disk, stamped "F 114 1943." (275.072 meters or 903.746 feet.) FLU 9 10-6 PIEDMONT

E 114.--About 0.6 mile west along the Baltimore & Ohio Railroad from the yard office at Holloway, Belmont County, 15 feet west of the center line of a north-and-south dirt road, 14 feet north of the center line of a dirt road leading west, at a culvert, at the south head wall, in the top of the west end of the west wing wall, 52 feet south of the center line of the south track, and about 1-1/2 feet lower than the track. A standard disk, stamped "E 114 1943." (276.979 meters or 908.722 feet.) FLU 9 10-6 PIEDMONT

D 114.--About 1.000 feet west along the Baltimore & Ohio Railroad from the yard office at Holloway, Belmont County, at a concrete culvert, in the top of the west end of the north head wall, 9 feet north of the center line of the north track, and about 1/2 foot lower than the track. A standard disk, stamped "D 114 1943." (279.889 meters or 918.269 feet.) FLU 3 10-6 PIEDMONT

A 64 X.--Destroyed prior to November 1943. (277.179 meters or 909.378 feet.)

C 114.--About 3/4 mile east along the Baltimore & Ohio Railroad from the yard office at Holloway, Belmont County, about 425 feet east of the crossing of State Highway 331, at the east town-corporation line, in the top of a sloping rock in a large rock outcrop, 7.3 feet northeast of the center line of the north track, and about 2 feet higher than the track. A standard disk, stamped "C 114 1943." (297.564 meters or 976.258 feet.) FLU 35 9-5 FLUSHING

B 114.--About 1.9 miles west along the Baltimore & Ohio Railroad from the station at Flushing, Belmont County, at a combination underpass and culvert, in the top of the southeast end of the southwest concrete head wall, about 25 feet southwest of the center line of the southwest track, and about 20 feet lower than the track. A standard disk, stamped "B 114 1943." (296.451 meters or 972.606 feet.) FLU 32 9-5 FLUSHING

Z 63 X.--Destroyed prior to November 1943. (310.289 meters or 1,018.006 feet.)

A 114.--About 0.9 mile west along the Baltimore & Ohio Railroad from the station at Flushing, Belmont County, about 0.2 mile west of the crossing of State Highway 331, 60 feet west of the fifth pole west of milepost B 32, at a bridge, in the top of the south end of the west abutment, 20 feet south of the center line of the south track, and about 10 feet lower than the track. A standard disk, stamped "A 114 1943." (319.706 meters or 1,048.902 feet.) FLU 26 9-5 FLUSHING

Y 63.--At Flushing, Belmont County, about 250 feet northwest of the northwest corner of the Baltimore & Ohio Railroad station, 70 feet north of the center line of the north main track, about midway between two spur tracks, 57 feet east of a spur-track switch, 2 feet west of a white wooden witness post, and about 1/2 foot higher than the north main track. A standard disk, stamped "Y 63 1934" and set in the top of a concrete post about flush with the ground. (340.526 meters or 1,117.209 feet.)

Flushing, top of north rail opposite the ticket office of the Baltimore & Ohio Railroad station. (1,118.6 feet.)

Z 63.--At Flushing, Belmont County, about 75 feet east of the southeast corner of the Baltimore & Ohio Railroad station, about 75 yards west of the west end of a tunnel, 21.5 feet north of the center line of the north track, 2.3 feet west of a white wooden witness post, and about 1/2 foot higher than the north track. A standard disk, stamped "Z 63 1934" and set in the top of a concrete post projecting about 0.4 foot above ground. (341.361 meters or 1,119.949 feet.) FLU 20 9-5 FLUSHING

NOTE.--The elevation given above is derived from the 1934 leveling. The 1943 releveing indicates that the present elevation of this bench mark is 341.369 meters or 1,119.975 feet.

Z 115.--At Flushing, Belmont County, about 0.6 mile southeast along State Highway 149 from the Baltimore & Ohio Railroad station, at the high school, 50 feet northwest of the northwest entrance, 31 feet southeast of the center line of the highway, 3 feet south-

(2)
-2
east of the center line of the sidewalk, in the top of the south-
west end of the first concrete step southeast of the sidewalk,
and about 8 feet higher than the highway. A standard disk, stamp-
ed "Z 115 1943." (388.288 meters or 1,273.908 feet.)

A 116.--About 1.0 mile southwest along State Highway 149
from the high school at Flushing, Belmont County, at the junction
of a gravel road leading southeast, 15 feet northeast of the cen-
ter line of the road, 13.3 feet southeast of the center line of
the highway, at a concrete culvert under the gravel road, in the
top of the northeast head wall, and about level with the highway.
A standard disk, stamped "A 116 1943." (390.428 meters or
1,280.929 feet.)

For additional bench marks in the vicinity of Flushing, see
"Flushing to Marietta, Ohio."

H 114.--At Flushing, Belmont County, about 0.3 mile east of
the Baltimore & Ohio Railroad station, at the east end of the
Flushing tunnel, in the face of the south stone retaining wall,
0.8 foot west of the east end, 7.5 feet south of the center line
of the south track, and about 3 feet higher than the track. A
standard disk, stamped "H 114 1943." and set vertically. (345.094
meters or 1,132.196 feet.) FLU 20 9-5 FLUSHING Q

J 114.--About 1.2 miles southeast along the Baltimore & Ohio
Railroad from the station at Flushing, Belmont County, at bridge
142 over a dirt road, in the top of the northeast end of the
northwest stone abutment, 26 feet northeast of the center line of
the northeast track, and about 4 feet lower than the track. A
standard disk, stamped "J 114 1943." (337.073 meters or
1,105.880 feet.) FLU 13 9-5 FLUSHING

81 (B. & O.R.R.).--About 1.6 miles southeast along the Balti-
more & Ohio Railroad from the station at Flushing, Belmont County,
at bridge 162, at the northeast wing wall of the northwest abut-
ment, in the top of the eighth course of stone below the top of
the abutment, about 7 yards northwest of the center line of a dirt
road, and 9 feet southeast of a pole. A copper bolt. (333.824
meters or 1,095.221 feet.)

NOTE.--The elevation given above is derived from second-
order leveling by this Bureau in 1934.

K 114.--About 1.9 miles southeast along the Baltimore & Ohio
Railroad from the station at Flushing, Belmont County, about 1.6
miles northwest of the station at Lafferty, 15.5 feet north of
the center of the crossing of a private road leading to a 2-story
frame house, 12 feet southwest of the center line of the southwest
track, 3 feet southeast of a white wooden witness post, and about
1/2 foot lower than the track. A standard disk, stamped "K 114
1943." and set in the top of a concrete post projecting about 0.2
foot above ground. (331.926 meters or 1,088.994 feet.) FLU 13 9-5 BETHESDA Q

L 114.--About 0.6 mile northwest along the Baltimore & Ohio
Railroad from the station at Lafferty, Belmont County, at a dirt-
road crossing, 12.5 feet northwest of the center line of the dirt
road, 9.5 feet northeast of the center line of the northeast track,
3 feet northwest of a white wooden witness post, and about 1-1/2
feet lower than the track. A standard disk, stamped "L 114 1943"
and set in the top of a concrete post projecting about 0.2 foot
above ground. (325.032 meters or 1,066.376 feet.) UNI 12 8-5 BETHESDA

Lafferty, top of north rail of the north track opposite the
Baltimore & Ohio Railroad station sign. (1,051.5 feet.)

M 114.--At Lafferty, Belmont County, about 0.1 mile east of
the Baltimore & Ohio Railroad station, at bridge 139, in the top
of the west end of the north stone wall, 13 feet north of the cen-
ter line of the north track, and about 2-1/2 feet lower than the
track. A standard disk, stamped "M 114 1943." (317.993 meters or
1,043.282 feet.) UNI 6 8-5 BETHESDA

N 114.--About 0.7 mile east along the Baltimore & Ohio Rail-
road from the station at Lafferty, Belmont County, about 0.15 mile
west of an overpass, at bridge 138, in the top of the east end of
the north stone wall, 11.5 feet north of the center line of the
north track, and about 2 feet lower than the track. A standard
disk, stamped "N 114 1943." (312.293 meters or 1,024.581 feet.) UNI 5 8-5 BETHESDA

P 114.--About 0.8 mile northwest along the Baltimore & Ohio
Railroad from the State Highway 331 overpass at Bannock, Belmont
County, at bridge 136, in the top of the south end of the east
stone abutment, 9.5 feet south of the center line of the track,
and about 1 foot lower than the track. A standard disk, stamped
"P 114 1943." (307.578 meters or 1,009.112 feet.) WHG 36 23 1-4

Q 114.--At Bannock, Belmont County, on the Baltimore & Ohio
Railroad, about 250 feet west of the State Highway 331 overpass,
at bridge 135, in the top of the south end of the east stone abut-
ment, 16 feet south of the center line of the south track, and
about 1/2 foot lower than the track. A standard disk, stamped
"Q 114 1943." (300.926 meters or 987.288 feet.) RIC 23 1-4

R 114.--At Bannock, Belmont County, about 0.1 mile east along
the Baltimore & Ohio Railroad from the State Highway 331 overpass,
at bridge 134, in the top of the north end of the west stone abut-
ment, 9 feet north of the center line of the north track, and
about 1/2 foot lower than the track. A standard disk, stamped
"R 114 1943." (293.926 meters or 964.007 feet.) WHG 30 7-4

T 114.--About 1.0 mile northeast along the Baltimore & Ohio
Railroad from the State Highway 331 overpass at Bannock, Belmont
County, at a dirt-road crossing, 99.5 feet east of the center
line of the east track, 19.5 feet north of the center line of the
dirt road, 3.5 feet south of pole 30, 2.5 feet north of a white
wooden witness post, and about 1 foot lower than the track. A
standard disk, stamped "T 114 1943." (294.663 meters or 966.740
feet.) WHG 30 7-4

S 114.--About 1.5 miles southwest along the Baltimore & Ohio
Railroad from the station at Fairpoint, Belmont County, about 1.8
miles northeast of the State Highway 331 overpass at Bannock,

about 0.1 mile northeast of a small dam across a creek paralleling
the track, at bridge 133, in the top of the northwest end of the
northeast stone wall (abutment?), 13 feet northwest of the center
line of the northwest track, and about 2-1/2 feet lower than the
track. A standard disk, stamped "S 114 1943." (288.657 meters or
947.035 feet.) WHG 24 7-4

U 114.--About 0.8 mile west along the Baltimore & Ohio Rail-
road from the station at Fairpoint, Belmont County, at a signal
base, in the top of the northeast end of the northwest concrete
bridge, 9 feet northwest of the center line of the northwest track,
and about 1 foot higher than the track. A standard disk, stamped
"U 114 1943." (284.215 meters or 932.462 feet.) WHG 24 7-4

920 (U.S.G.S.).--About 0.6 mile west along the Baltimore &
Ohio Railroad from the station at Fairpoint, Belmont County, at
bridge 132, in the top of the bridge seat of the southwest stone
abutment, 21 feet northwest of the southeast end, 16.5 feet south-
east of the center line of the southeast track, and about 6-1/2
feet lower than the track. A United States Geological Survey
standard disk, stamped "920 STEUBENVILLE." (280.571 meters or
920.507 feet.)

Fairpoint, top of north rail of the north track opposite the
Baltimore & Ohio Railroad station. (915.4 feet.)

V 114.--At Fairpoint, Belmont County, about 250 feet east of
the Baltimore & Ohio Railroad station, at the crossing of State
Highway 9, 51 feet south of the center line of the south track, 12
feet east of the center line of the highway, at a bridge on the
highway, in the top of the east end of the north concrete abutment,
and about level with the track. A standard disk, stamped "V 114
1943." (278.601 meters or 914.043 feet.) WHG 13 8-4

Fairpoint, top of north rail of the north track of the Balti-
more & Ohio Railroad at the crossing of the center line of State
highway 9. (914.7 feet.)

W 114.--About 0.6 mile east along the Baltimore & Ohio Rail-
road from the station at Fairpoint, Belmont County, at a dirt-
road crossing, 75 feet east of the center line of the road, 8.5
feet north of the center line of the north track, at a signal
bridge, in the top of the east end of the north concrete base, and
about 1 foot higher than the track. A standard disk, stamped "W 114
1943." (275.957 meters or 905.369 feet.) WHG 13 8-4

X 114.--About 1.4 miles east along the Baltimore & Ohio Rail-
road from the station at Fairpoint, Belmont County, at the third
pole southwest of pole 20-10, at a bridge, in the top of the south-
east end of the southwest concrete abutment, 9.5 feet southeast
of the center line of the track, and about 1 foot lower than the track.
A standard disk, stamped "X 114 1943." (273.722 meters or 898.036
feet.) WHG 7 8-4

Y 114.--About 2.0 miles east along the Baltimore & Ohio Rail-
road from the station at Fairpoint, Belmont County, about 325 feet
northwest of a dirt-road crossing, at bridge 25, in the top of the
southwest end of the southeast concrete abutment, 9 feet southwest
of the center line of the track, and about level with the track.
A standard disk, stamped "Y 114 1943." (270.022 meters or 885.897
feet.) WHG 7 8-4

Z 114.--About 1.4 miles southwest along the Baltimore & Ohio
Railroad from the station at Maynard, Belmont County, at a dirt-
road crossing, 27 feet north of the center line of the track, 12.5
feet west of the center line of the road, 1.5 feet southwest of a
right-of-way fence corner, 3 feet east of a white wooden witness
post, and about 4 feet lower than the track. A standard disk,
stamped "Z 114 1943." and set in the top of a concrete post pro-
jecting about 0.1 foot above ground. (262.672 meters or 861.783
feet.) WHG 1 8-4

A 115.--About 0.6 mile west along the Baltimore & Ohio Rail-
road from the station at Maynard, Belmont County, at pole 17+30,
at bridge 124, at the south concrete abutment, in the top of the
west end of the bridge seat, 11.5 feet west of the center line of
the track, and about 4-1/2 feet lower than the track. A standard
disk, stamped "A 115 1943." (260.449 meters or 854.490 feet.) WHG 1 8-4

B 115.--At Maynard, Belmont County, about 0.1 mile east along
the Baltimore & Ohio Railroad from the station, 75 feet east of
the center of a paved-road crossing, at bridge 123, in the top of
the south end of the west abutment, 8 feet south of the center line
of the track, and about 1 foot lower than the track. A standard
disk, stamped "B 115 1943." (259.787 meters or 852.318 feet.) COL 31 7-3

C 115.--About 1.0 mile south along the Baltimore & Ohio Rail-
road from the station at Maynard, Belmont County, at the Wheeling
and Lake Erie Railway overhead bridge (bridge 122 A), in the top
of the northeast corner of the northeast concrete pier leg, 7.5
feet southwest of the center line of the southwest track, and
about 3 feet higher than the track. A standard disk, stamped "C
115 1943." (257.445 meters or 844.634 feet.) COL 36 6-3

D 115.--About 2.0 miles east along the Baltimore & Ohio Rail-
road from the station at Maynard, Belmont County, 85 feet southwest
of pole 15+1, 19 feet southeast of the center line of the southeast
track, 8.5 feet northwest of the center line of a dirt road paral-
leling the track, in a rock outcrop, about 2.5 feet northeast of the
southwest edge, and about level with the track. A standard disk,
stamped "D 115 1943." (251.395 meters or 824.785 feet.) COL 31 7-3

Top of northwest rail of the northwest track of the Baltimore
& Ohio Railroad opposite pole 15+1. (825.0 feet.)

E 115.--About 2.8 miles southeast along the Baltimore & Ohio
Railroad from the station at Maynard, Belmont County, at bridge
120, at the south abutment, in the top of the southeast end of the
southeast concrete wing wall, 10.5 feet east of the center line of
the track, and about 1/2 foot lower than the track. A standard
disk, stamped "E 115 1943." (247.623 meters or 812.410 feet.) COL 25 7-3

Top of east rail of the east track opposite Baltimore & Ohio
Railroad milepost B 14. (812.0 feet.)

UNITED STATES COAST & GEODETIC SURVEY
First-order leveling

Uhrichsville, Ohio to Benwood, W.Va. -3

F 115.--About 0.5 mile west along the Baltimore & Ohio Railroad from Barton, Belmont County, 24 feet west of pole 13+10, in the center of the top of an abandoned concrete signal base, 16.5 feet south of the center line of the south main track, and about level with the track. A standard disk, stamped "F 115 1943." (244.203 meters or 801.189 feet.) **COL 30 6-3 LANSING**

Top of north rail of the south track opposite Baltimore & Ohio Railroad milepost B 13. (800.3 feet.)

G 115.--About 0.6 mile south along the Baltimore & Ohio Railroad from the State-highway crossing at Barton, Belmont County, at bridge 118 at the north portal of the Barton tunnel, in the top of the east end of the bridge seat of the north stone abutment, 17 feet east of the center line of the east track, and about 5 feet lower than the track. A standard disk, stamped "G 115 1943." (237.171 meters or 778.119 feet.) **RIC 23 6-3 LANSING**

H 115.--About 1.6 miles south along the Baltimore & Ohio Railroad from the State-highway crossing at Barton, Belmont County, at a dirt-road crossing, 24 feet southeast of the center line of the road, 13.4 feet southwest of the center line of the southwest track, 3 feet east of a white wooden witness post, and about level with the track. A standard disk, stamped "H 115 1943" and set in the top of a concrete post projecting about 0.3 foot above ground. (233.795 meters or 767.042 feet.) **RIC 23 6-3 LANSING**

J 115.--About 0.8 mile north along the Baltimore & Ohio Railroad from the U.S. Highway 40 overpass at Blaine, Belmont County, at bridge 116, in the top of the southwest end of the bridge seat of the southeast abutment, 14.5 feet southwest of the center line of the southwest track, and about 4 feet lower than the track. A standard disk, stamped "J 115 1943." (225.728 meters or 740.576 feet.) **COL 16 6-3 LANSING**

Top of northeast rail of the northeast track of the Baltimore & Ohio Railroad near post 10+1. (741.7 feet.)

K 115.--About 0.2 mile north along the Baltimore & Ohio Railroad from the U.S. Highway 40 overpass at Blaine, Belmont County, at the north abutment of bridge 115, in the top of the north end of the west stone wing wall, 8 feet west of the center line of the west track, and about 1 foot lower than the track. A standard disk, stamped "K 115 1943." (222.923 meters or 731.373 feet.) **COL 16 6-3 LANSING**

Top of north rail opposite Baltimore & Ohio Railroad milepost B 9. (723.3 feet.)

L 115.--About 0.6 mile east along the Baltimore & Ohio Railroad from the U.S. Highway 40 overpass at Blaine, Belmont County, at a county-road bridge over a creek, in the top of the west end of the north abutment, 26 feet south of the center line of the south track, and 11 feet west of the center line of the road. A standard disk, stamped "L 115 1943." (217.907 meters or 714.917 feet.) **PEA 9 6-3 LANSING**

M 115.--About 1.6 miles east along the Baltimore & Ohio Railroad from the U.S. Highway 40 overpass at Blaine, Belmont County, at post 8+4, at the east stone abutment of bridge 113, in the top of the east end of the south wing wall, 8 feet south of the center line of the track, and about level with the track. A standard disk, stamped "M 115 1943." (214.032 meters or 702.203 feet.) **COL 10 6-3 LANSING**

Top of north rail of the north track opposite Baltimore & Ohio Railroad milepost B 8. (703.7 feet.)

Top of north rail of the north track opposite Baltimore & Ohio Railroad milepost B 7. (682.7 feet.)

N 115.--About 2.6 miles east along the Baltimore & Ohio Railroad from the U.S. Highway 40 overpass at Blaine, Belmont County, about 190 feet east of milepost B 7, at the west abutment of bridge 111, in the top of the west end of the north wing wall, 13.5 feet north of the center line of the track, and about 2 feet lower than the track. A standard disk, stamped "N 115 1943." (206.864 meters or 678.686 feet.) **PEA 4 6-3 LANSING**

Q 115.--About 1.5 miles west along the Baltimore & Ohio Railroad from the station at Bridgeport, Belmont County, 15 feet west of milepost B 6, at a paved-road crossing, 52 feet east of the center line of the road, 23 feet south of the center line of the south track, 3 feet east of a white wooden witness post, and about level with the track. A standard disk, stamped "Q 115 1943" and set in the top of a concrete post projecting about 0.2 foot above ground. (202.021 meters or 662.797 feet.) **PEA 33 3-2 LANSING**

Top of north rail of the north track opposite Baltimore & Ohio Railroad milepost B 6. (663.6 feet.)

Top of north rail of the north track opposite Baltimore & Ohio Railroad milepost B 5. (652.5 feet.)

P 115.--About 0.4 mile west along the Baltimore & Ohio Railroad from the station at Bridgeport, Belmont County, at a foot-bridge over the railroad, in the top of the east end of the first concrete pier leg, 33 feet south of the center line of the south track, and about 2-1/2 feet higher than the track. A standard disk, stamped "P 115 1943." (199.132 meters or 653.319 feet.) **PEA 28 3-2 WHEELING**

R 115.--At Bridgeport, Belmont County, at the Baltimore & Ohio Railroad station, at the east entrance, in the top of the north end of the top concrete step, 60 feet south of the center line of the south track, and about 2 feet higher than the track. A standard disk, stamped "R 115 1943." (200.336 meters or 657.266 feet.) **PEA 28 3-2 WHEELING**

Bridgeport, top of north rail of the north track opposite the Baltimore & Ohio Railroad station. (654.5 feet.)

About 0.1 mile southeast along the Baltimore & Ohio Railroad from the station at Bridgeport, top of north rail of the north track at the crossing of State Highway 7. (655.3 feet.)

About 0.1 mile southeast along the Baltimore & Ohio Railroad from the station at Bridgeport, top of north rail of the north track at the crossing of the west track of the Pennsylvania Railroad. (656.0 feet.)

Top of north rail opposite Baltimore & Ohio Railroad milepost B 4. (649.1 feet.)

S 115.--About 0.8 mile south along the Baltimore & Ohio Railroad from the station at Bridgeport, Belmont County, at bridge 110, in the top of the east end of the north concrete abutment, 13.5 feet east of the center line of the east track, and about 1-1/2 feet lower than the track. A standard disk, stamped "S 115 1943." (197.024 meters or 646.403 feet.) **PUL 21 3-2 WHEELING**

T 115.--About 1.6 miles south along the Baltimore & Ohio Railroad from the station at Bridgeport, Belmont County, at bridge 109, in the top of the east end of the south concrete abutment, 11.5 feet east of the center line of the east track, and about 2 feet lower than the track. A standard disk, stamped "T 115 1943." (197.369 meters or 647.535 feet.) **PUL 20 3-2 WHEELING**

U 115.--About 2.2 miles south along the Baltimore & Ohio Railroad from the station at Bridgeport, Belmont County, about 65 feet south of a dirt-road crossing, at a power-transmission line crossing, at a concrete culvert, in the top of the north end of the east head wall, 7 feet east of the center line of the east track, and about 1/2 foot lower than the track. A standard disk, stamped "U 115 1943." (200.048 meters or 656.324 feet.) **PUL 19 3-2 WHEELING**

V 115.--About 1.4 miles north along the Baltimore & Ohio Railroad from the station at Bellaire, Belmont County, at the Pennsylvania Railroad crossing, in the top of the southwest end of the concrete base of a signal, 12.5 feet east of the center line of the east track, and about level with the track. A standard disk, stamped "V 115 1943." (200.291 meters or 657.121 feet.) **PUL 30 2-2 WHEELING**

W 115.--At Bellaire, Belmont County, about 0.8 mile north along the Baltimore & Ohio Railroad from the station, at the bridge over Thirty-fourth Street, in the top of the bridge seat of the north stone abutment, 18 feet east of the center line of the east track, and about 5 feet lower than the track. A standard disk, stamped "W 115 1943." (206.603 meters or 677.830 feet.) **PUL 30 2-2 WHEELING**

X 115.--At Bellaire, Belmont County, about 0.1 mile east of the Baltimore & Ohio Railroad station, at the bridge over Ohio River, in the top of the north end of the first stone pier, 14 feet north of the center line of the track, and about 7 feet lower than the track. A standard disk, stamped "X 115 1943." (211.353 meters or 693.414 feet.) **PUL 30 2-2 WHEELING**

The line enters West Virginia.

T 85.--At Benwood Junction, Marshall County, about 0.3 mile north of the Baltimore & Ohio Railroad station, 22 feet south of pole 375+35, at bridge 100, in the top of the south end of the east concrete wall, 9 feet east of the center line of the track, and about level with the track. A standard disk, stamped "T 85 1943." (210.119 meters or 689.365 feet.)

U 85.--At Benwood Junction, Marshall County, at the Baltimore & Ohio Railroad station, directly east of the ticket office, in the face of a concrete retaining wall, 11 feet east of the center line of the east track, 6.6 feet south of the south corner of the steps leading up to the street, and about 3-1/2 feet higher than the ground. A standard disk, stamped "U 85 1943" and set vertically. (206.492 meters or 677.466 feet.)

V 85.--About 3/4 mile south along the Baltimore & Ohio Railroad from the station at Benwood Junction, Marshall County, at a coaling plant, in the top of the northwest corner of the concrete foundation of a water column, 5 feet east of the center line of the east track, and about 1/2 foot higher than the track. A standard disk, stamped "V 85 1943." (206.081 meters or 676.117 feet.)

For additional bench marks in the vicinity of Benwood Junction, see "Clarrington, W.Va., to Monaca, Pa."

End of the line.

16 Ohio
15 W.Va.

Revised August 22, 1956
June 27, 1940

U.S. DEPARTMENT OF COMMERCE

COAST AND GEODETIC SURVEY
Second-order leveling

Flushing to Marietta to Belpre, Ohio

Standard (adjusted) elevations based on the Sea-level Datum of 1929. The elevations for the portion of the line from Flushing to Caldwell supersede those previously published.

This line follows State Highway 149 from Flushing to Morristown; U.S. Highway 40 from Morristown to Cambridge; the Pennsylvania Railroad from Cambridge to Marietta; and the Baltimore and Ohio Railroad from Marietta through Parkersburg, West Virginia, to Belpre, Ohio. The field work was done from November 14, 1934, to March 1, 1935, by a party under the supervision of W.M. Gibson.

For additional bench marks in the vicinity of Flushing, see "Uhrichville, Ohio, to Benwood, West Virginia (53 Ohio)."

A 64.-- 2.8 miles south along State Highway 149 from the Baltimore and Ohio Railroad station at Flushing, Belmont County, 2.0 miles southwest of the high school, 120 feet southeast of the southeast corner of a two-story farmhouse, at a right-angle turn in the highway, at the intersection of a gravel road leading north to Rock Hill, 80 feet east of the center of the intersection, 35 feet south of the centerline of the highway, 3 feet west of a white wooden witness post, and about 2 feet higher than the highway. A standard disk, stamped "A 64 1934" and set in the top of a concrete post projecting 0.5 foot above ground. (390.717 meters or 1,281.877 feet.) **FLU 25 9-5 BETHESDA Q.**

B 64.-- 5.0 miles south along State Highway 149 from the Baltimore and Ohio Railroad station at Flushing, Belmont County, 200 yards southeast of the northeast corner of a one-and-one-half story house, at the north end of a cut, 3 yards south of the centerline of a private road, 1.5 feet southwest of a fence corner, 10 yards northeast of the centerline of the highway, and about 1-1/2 feet higher than the highway. A standard disk, stamped "B 64 1934" and set in the top of a concrete post. (378.878 meters or 1,243.036 feet.) **UNI 23 8-5 BETHESDA**

C 64.-- At Morristown, Belmont County, 14 yards northeast of the southeast corner of Ramsey Hotel, 10 yards southeast of the center of the intersection of U.S. Highway 40 and State Highway 149, and about 1-1/2 feet higher than U.S. Highway 40. A standard disk, stamped "C 64 1934" and set in the top of a concrete post. (386.355 meters or 1,267.566 feet.) **UNI 14 8-5 BETHESDA**

D 64.-- At Morristown, Belmont County, 30 yards north of the northwest corner of the Ramsey Garage, at the intersection of U.S. Highway 40 and State Highway 149, 8 yards north of the centerline of U.S. Highway 40, 3 feet west of a pole, 1.5 feet south of a wire fence, and about 4 feet higher than U.S. Highway 40. A standard disk, stamped "D 64 1934" and set in the top of a concrete post. (386.374 meters or 1,267.629 feet.) **UNI 20 8-5 BETHESDA**

E 64.-- At Morristown, Belmont County, on U.S. Highway 40, 21 yards northwest of the first concrete step leading to the Wm. H. Barlow one-story farmhouse, 21 yards northwest of pole 147, 12 yards northwest of the centerline of the highway, 2 feet east of a wire fence, and about 1-1/2 feet higher than the highway. A standard disk, stamped "E 64 1934" and set in the top of a concrete post. (395.052 meters or 1,296.100 feet.) **UNI 20 8-5 BETHESDA**

1267.44 (O.S.H.D.).-- 1.0 mile west along U.S. Highway 40 from the post office at Morristown, Belmont County, 40 yards west of the northwest corner of the Shepherd of the Hills service station and store in 1934, 25 yards west of a pole, at the J.J. Shepherd brick residence, in the top of the front step, and 15 yards south of the highway. A 2-inch chiseled square. (386.242 meters or 1,267.196 feet.) **UNI 26 8-5 BETHESDA**

F 64.-- 2.6 miles west along U.S. Highway 40 from the post office at Morristown, Belmont County, at a horseshoe curve, 12 yards southeast of the centerline of the highway, 10 yards southwest of a fence corner, 5 yards south of the southwest corner of a concrete culvert, and about 1 foot higher than the highway. A standard disk, stamped "F 64 1934" and set in the top of a concrete post. (326.557 meters or 1,071.379 feet.) **- GONE -**

G 64.-- 0.8 mile east along U.S. Highway 40 from the post office at Hendrysburg, Belmont County, on the old highway, 60 yards northwest of milestone Cumberland 155, 58 yards south of a pole, 16 yards west of the center of a creek passing under the old highway, and 11 yards north of the centerline of the old highway. A standard disk, stamped "G 64 1934" and set in the top of a concrete post. (391.927 meters or 957.108 feet.) **KIR 8 9-6 FAIRVIEW Q**

H 64.-- At Hendrysburg, Belmont County, on U.S. Highway 40, 6 yards southeast of the southeast corner of the post office, 8 yards north of the centerline of the highway, 1 foot north of a concrete sidewalk, and about 1-1/2 feet higher than the highway. A standard disk, stamped "H 64 1934" and set in the top of a concrete post. (313.958 meters or 1,030.044 feet.) **KIR 14 9-6 FAIRVIEW**

J 64.-- 2.0 miles west along U.S. Highway 40 from the post office at Hendrysburg, Belmont County, 120 yards east of the junction of a road leading north to State Highway 8, 70 yards southeast of the southeast corner of the Seven Gables service station in 1934, 12 yards northeast of the centerline of the highway, 5 feet east of a pole, and level with the highway. A standard disk, stamped "J 64 1934" and set in the top of a concrete post. (397.673 meters or 1,304.699 feet.) **KIR 26 9-6 FAIRVIEW**

1237 (U.S.G.S.).-- At Fairview, Guernsey County, on U.S. Highway 40, at the United Presbyterian Church, 8 yards northeast of the east corner, 1 yard north of the north edge of the brick sidewalk, in the top of a stone block, 8 yards south of the centerline of the highway, and about 2 feet higher than the highway.

A United States Geological Survey standard disk, stamped "1237 STENVLE." (377.194 meters or 1,237.511 feet.) **FAIRVIEW (GUERNSEY)**

K 64.-- 0.8 mile west along U.S. Highway 40 from the United Presbyterian Church at Fairview, Guernsey County, 40 yards northwest of the southwest corner of a stone culvert, at a private-road intersection, 13 yards northwest of the center of the intersection, 10 yards north of the centerline of the highway, 4 feet southeast of a pole, and about 6 inches higher than the highway. A standard disk, stamped "K 64 1934" and set in the top of a concrete post. (315.369 meters or 1,034.673 feet.) **FAIRVIEW (GUERNSEY)**

L 64 RESET.-- 3.3 miles west along U.S. Highway 40 from the United Presbyterian Church at Fairview, Guernsey County, at the Oxford Township brick school, 1 yard east of the concrete steps, 7 yards south of the centerline of the highway, and about 9 inches higher than the highway. A standard disk, stamped "L 64 RESET 1948" and set in the top of a concrete post. (1,208.105 feet.)

NOTE--This bench mark was established and its elevation determined by engineers of the Ohio Department of Highways in December 1948.

1206.22 (O.S.H.D.).-- 3.3 miles west along U.S. Highway 40 from the United Presbyterian Church at Fairview, Guernsey County, 75 yards west of a Sinclair service station, 60 yards west of the centerline of a dirt road, at the north entrance to the Oxford Center Rural School, on the top of the west end of the first step, 8 yards south of the centerline of the highway, and about 6 inches higher than the highway. A 3-inch chiseled square. (368.115 meters or 1,207.724 feet.)

M 64.-- 0.9 mile east along U.S. Highway 40 from the Methodist church at Middlebourne, Guernsey County, 70 yards west of the west end of the north wall of a culvert, 32 yards east of the southeast corner of a Sinclair service station, 16 yards southeast of the southeast corner of the Sam Smith two-story frame residence, 10 yards north of the centerline of the highway, and about 6 inches higher than the highway. A standard disk, stamped "M 64 1934" and set in the top of a concrete post. (275.049 meters or 902.390 feet.)

905.27 (O.S.H.D.).-- 0.3 mile east along U.S. Highway 40 from the Methodist church at Middlebourne, Guernsey County, 75 yards southwest of the southwest corner of a two-story farmhouse, 12 yards east of a private drive, at a milepost, on the top of the south corner of the base, 8 yards north of the centerline of the highway, and about 1-1/2 feet higher than the highway. A 2-inch chiseled square. (275.979 meters or 905.441 feet.)

N 64.-- 1.4 miles west along U.S. Highway 40 from the Methodist church at Middlebourne, Guernsey County, 295 yards east of the southeast corner of Marianna Valley School, 140 yards west of the west end of the north side of a concrete culvert, 35 yards east of the east end of the north side of another concrete culvert, 11 yards north of the centerline of the highway, and about 1 foot higher than the highway. A standard disk, stamped "N 64 1934" and set in the top of a concrete post. (255.835 meters or 839.352 feet.)

831 (U.S.G.S.).-- 3.8 miles east along U.S. Highway 40 from the post office at Old Washington, Guernsey County, on a section of the old highway, 40 yards northwest of the centerline of the new highway, 5 yards northwest of the centerline of the old highway, at the southwest end of the Major Moore stone bridge, in the top of the base of the northwest wall, and about 6 inches higher than the old highway. A United States Geological Survey standard disk, stamped "831." (253.316 meters or 831.088 feet.)

P 64.-- 2.4 miles east along U.S. Highway 40 from the post office at Old Washington, Guernsey County, 150 yards southwest of milepost Cumberland 169, 10 yards southwest of the west end of a stone culvert paralleling the highway, 16 yards south of the centerline of the highway, 3 feet north of a wire fence, and about 3 feet higher than the highway. A standard disk, stamped "P 64 1934" and set in the top of a concrete post. (274.344 meters or 900.077 feet.)

987.66 (O.S.H.D.).-- 0.5 mile east along U.S. Highway 40 from the post office at Old Washington, Guernsey County, 44 yards southeast of the main entrance of the Guernsey County fairgrounds, 10 feet northeast of the northeast corner of the J.E. Dugan service station, on the northeast corner of the concrete base, at the east gasoline pump, 14 yards south of the centerline of the highway, 6.7 feet east of the east side of the service station, and level with the highway. A 2-inch chiseled square. (301.034 meters or 987.642 feet.)

Q 64 RESET.-- At Old Washington, Guernsey County, on U.S. Highway 40, 24 yards east of the east corner of the Colonial Inn in 1934, at the intersection of a dirt road leading to Lore City, 13 yards west of the center of the intersection, 8 yards south of the centerline of the highway, and about 3 inches lower than the highway. A standard disk, stamped "Q 64 RESET 1950" and set in the top of a concrete post. (1,008.04 feet.)

NOTE--This bench mark was established and its elevation determined by engineers of the State Department of Highways in October 1950.

1030.20 (O.S.H.D.).-- 1.0 mile west along U.S. Highway 40 from the Colonial Inn at Old Washington, Guernsey County, 12 yards northeast of the northwest corner of the Bingo service station, on the top of the base of the west gasoline pump, 14 yards south of the centerline of the highway, and about 6 inches higher than the highway. A 2-inch chiseled square. (314.259 meters or 1,031.031 feet.)

R 64.-- 2.4 miles west along U.S. Highway 40 from the Colonial Inn at Old Washington, Guernsey County, 42 yards southeast of milepost Cumberland 174, 20 yards southeast of the first step leading to the C.E. Anderson two-story brick residence, 11 yards south of the centerline of the highway, and about 1 foot higher than the highway. A standard disk, stamped "R 64 1934" and set in the top of a concrete post. (303.778 meters or 996.645 feet.)

S 64.-- 3.9 miles east along U.S. Highway 40 from the post office at Cambridge, Guernsey County, 70 yards southwest of the center of the Junction of State Highway 265, 13 yards south of the centerline of U.S. Highway 40, 1.5 feet northwest of the northwest end of a billboard, and about 3 inches lower than the highway. A standard disk, stamped "S 64 1934" and set in the top of a concrete post. (254.387 meters or 834.601 feet.)

T 64.-- 1.7 miles east along U.S. Highway 40 from the post office at Cambridge, Guernsey County, 9 yards northwest of the northwest corner of a concrete culvert, 9 yards northeast of the centerline of the highway, 6 yards southwest of a Rotary Club welcome sign, 4 feet east of a pole, and about 6 inches higher than the highway. A standard disk, stamped "T 64 1934" and set in the top of a concrete post. (242.547 meters or 795.756 feet.)

For additional bench marks in the vicinity of Cambridge, see "Zanesville to Uhrichsville, Ohio (64 Ohio)."

X 64.-- 1.4 miles north along the Pennsylvania Railroad from the station at Bylesville, Guernsey County, at the northwest end of the railroad yards, 125 yards southeast of a framehouse, 16 yards southwest of the southwest rail, 5 yards west of a pole, and about 4 feet lower than the track. A standard disk, stamped "X 64 1934" and set in the top of a concrete post. (244.375 meters or 801.754 feet.)

Y 64.-- At Bylesville, Guernsey County, on the Pennsylvania Railroad, 5.5 yards northwest of the northeast corner of the station, 4 yards northeast of the northwest corner, 8 yards east of the east rail, 1 yard east of a pole, and about 1 foot higher than the track. A standard disk, stamped "Y 64 1934" and set in the top of a concrete post. (246.634 meters or 809.165 feet.)

Z 64.-- At Derwent, Guernsey County, on the Pennsylvania Railroad, 19 yards northwest of the crossing of State Highway 323, 18 yards north of the centerline of the highway, 7 yards west of the west rail, 3 feet north of a pole, and about 1-1/2 feet lower than the track. A standard disk, stamped "Z 64 1934" and set in the top of a concrete post. (244.393 meters or 801.813 feet.)

A 65.-- At Pleasant City, Guernsey County, on the Pennsylvania Railroad, 27 yards north of the northeast corner of the station, 13 yards northwest of the crossing of State Highway 146, 4 yards east of the southeast corner of a one-story frame store, 4 feet east of a pole, and level with the track. A standard disk, stamped "A 65 1934" and set in the top of a concrete post. (245.472 meters or 805.353 feet.)

B09 (U.S.G.S.).-- Destroyed prior to July 1954.

B 65.-- At Glenwood, Noble County, on the Pennsylvania Railroad, at the north end of the siding, 15 yards southeast of the crossing of a dirt road, 14.5 yards south of the centerline of the road, 3 feet west of a wire fence, and level with the track. A standard disk, stamped "B 65 1934" and set in the top of a concrete post. (256.240 meters or 840.681 feet.)

C 65.-- At Ava, Noble County, on the Pennsylvania Railroad, 125 yards southwest of the southwest corner of a white frame church, 15.5 yards southeast of the crossing of a dirt road, 20.5 feet east of the east rail, 4 feet west of a pole, and about 6 inches lower than the track. A standard disk, stamped "C 65 1934" and set in the top of a concrete post. (235.867 meters or 773.840 feet.)

D 65.-- At Coal Ridge, Noble County, on the Pennsylvania Railroad, 31 yards southwest of the southwest corner of the two-story frame schoolhouse, 10 yards north of the crossing of State Highway 340, 3 yards east of the east rail, and about 6 inches lower than the track. A standard disk, stamped "D 65 1934" and set in the top of a concrete post. (230.715 meters or 756.937 feet.)

E 65.-- At Belle Valley, Noble County, on the Pennsylvania Railroad, 16.5 yards northeast of the crossing of State Highway 215, 17 yards north of the centerline of the highway, 7 yards east of the east rail, 2 feet west of the right-of-way fence, and about 1 foot lower than the track. A standard disk, stamped "E 65 1934" and set in the top of a concrete post. (226.250 meters or 742.289 feet.)

F 65.-- 1.1 miles north along the Pennsylvania Railroad from the station at Caldwell, Noble County, at the steel overpass over U.S. Highway 21, in the top of the east end of the north concrete bridge seat, 3 yards east of the east rail, and about 4-1/2 feet lower than the track. A standard disk, stamped "F 65 1934" (226.338 meters or 742.577 feet.)

G 65.-- At Caldwell, Noble County, on the Pennsylvania Railroad, at the U.S. Highway 21 overpass, in the east face of the west concrete abutment, 3 yards north of the southeast corner, 6.5 yards west of the west rail, and 4.1 feet above the track. A standard disk, stamped "G 65 1934" and set vertically. (228.513 meters or 749.713 feet.)

H 65.-- At Caldwell, Noble County, on the Pennsylvania Railroad, 16 yards northwest of the southwest corner of the station, 23 yards southwest of the crossing of State Highway 78, 9 yards west of the west rail, 3 yards south of a pole, and about 5 feet higher than the track. A standard disk, stamped "H 65 1934" and set in the top of a concrete post. (226.673 meters or 743.676 feet.)

Courthouse (U.S.G.S.).-- At Caldwell, Noble County, at the new county courthouse, at the south entrance, 2 yards east of the center of the entrance, 2 yards south of the south wall, 4 inches south of the first step, and in the top of the sidewalk. A United States Geological Survey standard disk. (226.725 meters or 743.847 feet.)

747 (U.S.G.S.).-- At Caldwell, Noble County, at the southwest corner of the intersection of North and West Streets, at the Odd Fellows brick building, in the east face of the water table, 8 yards north of the southeast corner of the building, 9 yards west of the centerline of West Street, and 1.5 feet above the sidewalk. A United States Geological Survey standard disk, stamped "747" and set vertically. (227.580 meters or 746.652 feet.)

For additional bench marks in the vicinity of Caldwell, see "Caldwell to Clarington, Ohio (6 Ohio)."

J 65.-- 1.5 miles south along the Pennsylvania Railroad from the station at Caldwell, Noble County, 15 yards southeast of the crossing of U.S. Highway 21, 13 yards south of the southwest corner of a highway culvert, 8 yards east of the east rail, and 1 yard west of a wire fence. A standard disk, stamped "J 65 1934" and set in the top of a concrete post. (216.288 meters or 709.605 feet.)

K 65.-- At Dudley, Noble County, on the Pennsylvania Railroad, 15.5 yards west of the southwest corner of the one-story frame post-office building, at the crossing of U.S. Highway 21, 30 yards south of the centerline of the highway, 5 yards west of the west rail, and about 2 feet lower than the track. A standard disk, stamped "K 65 1934" and set in the top of a concrete post. (214.248 meters or 702.912 feet.)

L 65.-- At South Olive, Noble County, on the Pennsylvania Railroad, at the North Street crossing, 10.5 yards northwest of the northwest corner of the Free Methodist Church, 31 yards north of the centerline of North Street, 4 yards east of the east rail, 1.5 yards southwest of a pole, and about 6 inches lower than the track. A standard disk, stamped "L 65 1934" and set in the top of a concrete post. (209.926 meters or 688.732 feet.)

M 65.-- At Dexter City, Noble County, on the Pennsylvania Railroad, 43 yards southeast of the southeast corner of the station, 11 yards northeast of the crossing of a private road, 5 yards east of the east rail, and level with the track. A standard disk, stamped "M 65 1934" and set in the top of a concrete post. (207.271 meters or 680.022 feet.)

N 65.-- At Macksburg, Washington County, on the Pennsylvania Railroad, 53 yards northeast of the northeast corner of the station, 9 yards northeast of the crossing of a paved highway, 4.5 yards east of the east rail, and about 1 foot higher than the track. A standard disk, stamped "N 65 1934" and set in the top of a concrete post. (205.331 meters or 673.657 feet.)

664 (U.S.G.S.).-- At Elba, Washington County, on the Pennsylvania Railroad, 52 yards northeast of the northeast corner of the station, at a steel bridge on State Highway 21, in the top of the south end of the west stone abutment, 3.5 yards south of the centerline of the highway, and about 4 feet lower than the highway. A United States Geological Survey standard disk, stamped "664 COLUMBUS." (202.202 meters or 663.391 feet.)

P 65.-- At Elba, Washington County, on the Pennsylvania Railroad, 10 yards east of the northeast corner of the station, 6 yards east of the east rail, 1 yard west of a pole, and about 1-1/2 feet lower than the track. A standard disk, stamped "P 65 1934" and set in the top of a concrete post. (201.908 meters or 662.426 feet.)

NOTE--It was reported in August 1942 that the station at Elba has been removed.

Q 65.-- 2.1 miles north along the Pennsylvania Railroad from the station at Warner, Washington County, 140 yards southeast of the southeast corner of a two-story frame residence on a knoll, 4.5 yards northwest of the crossing of a private road, 4 yards west of the west rail, 1.5 feet east of a wire fence, and about 1-1/2 feet higher than the track. A standard disk, stamped "Q 65 1934" and set in the top of a concrete post. (199.497 meters or 654.516 feet.)

R 65.-- At Warner, Washington County, on the Pennsylvania Railroad, 1-1/2 yards north of the northwest corner of the station, at a road crossing, 27 yards north of the centerline of the Maxburg Ridge road, 4.5 yards east of the east rail, and about 1 foot higher than the track. A standard disk, stamped "R 65 1934" and set in the top of a concrete post. (206.222 meters or 676.580 feet.)

S 65.-- 2.4 miles north along the Pennsylvania Railroad from the station at Whipple, Washington County, at a road crossing, 11.5 yards north of the centerline of the wagon road, at steel-girder bridge No. 16.21, in the top of the east side of the south concrete abutment, 2 yards east of the east rail, and about 1-1/2 feet lower than the track. A standard disk, stamped "S 65 1934" (196.681 meters or 645.278 feet.)

T 65.-- At Whipple, Washington County, on the Pennsylvania Railroad, 46 yards north of the northwest corner of the station, 4 yards east of the east rail, and about 6 inches higher than the track. A standard disk, stamped "T 65 1934" and set in the top of a concrete post. (197.000 meters or 646.324 feet.)

U 65.-- 1.9 miles south along the Pennsylvania Railroad from the station at Whipple, Washington County, 1.5 yards northeast of milepost 12, 12.5 yards west of the centerline of a dirt road, 3.5 yards east of the east rail, and about 1 foot lower than the track. A standard disk, stamped "U 65 1934" and set in the top of a concrete post. (189.688 meters or 622.335 feet.)

V 65.-- 0.8 mile north along the Pennsylvania Railroad from the highway bridge at Stanleyville, Washington County, 2.3 miles south of milepost 12, on the top of a bank, and on the east side of the track. A standard disk, stamped "V 65 1934" and set in the top of a concrete post. (No elevation available.)

NOTE--It was reported in January 1934 that this bench mark was not leveled to because the ground was covered with snow.

W 65.-- 0.9 mile south along the Pennsylvania Railroad from the highway bridge at Stanleyville, Washington County, 12 yards

COAST AND GEODETIC SURVEY
Second-order leveling

-3
Flushing to Marietta to Belpre, Ohio

southwest of the crossing of County Road 16, 3.5 yards west of the west rail, 1 yard southeast of a pole, and about 6 inches lower than the track. A standard disk, stamped "W 65 1934" and set in the top of a concrete post. (188.513 meters or 618.480 feet.)

X 65.-- 3.0 miles south along the Pennsylvania Railroad from the station at Caywood, Washington County, 15 yards northeast of the crossing of a county road, 22 yards northeast of pole 106+1, 3.5 yards east of the east rail, 1.5 feet west of a wire fence, and level with the track. A standard disk, stamped "X 65 1934" and set in the top of a concrete post. (203.876 meters or 668.883 feet.)

Y 65 RESET.-- 2.0 miles north along the Pennsylvania Railroad from the courthouse at Marietta, Washington County, 150 feet south of milepost 2, 47 feet east of the northeast corner of the two-story concrete building owned by the Patten Bros. Co. in 1951, 40 feet south of a telephone pole, 10 feet east of the east rail of the track, 8 feet northeast of a siding switch, on the west property line of the Sponage Rubber Corp. of America, in line with a row of poles, and level with the track. A standard disk, stamped "Y 65 RESET 1951" and set in the top of a concrete post. (635.96 feet.)

NOTE--This bench mark was established and its elevation determined by a party from this Bureau in May 1951.

Z 65.-- At Marietta, Washington County, at the west corner of the intersection of Second and Butler Streets, 25 yards west of the center of the intersection, and 33.4 feet northwest of the centerline of Butler Street. A standard disk, stamped "Z 65 1934" and set in the top of a concrete post. (185.564 meters or 608.805 feet.)

MARIETTA.-- At Marietta, Washington County, at the Campus Maritus Museum, at the southeast facade, in the top of the sill of the southwesternmost window, 13.7 feet northeast of the south corner, 3.5 feet northwest of the southeast face of a retaining wall, and 1.9 feet above the top of the wall. A standard disk, stamped "MARIETTA." (195.363 meters or 640.953 feet.)

616 (U.S.G.S.).-- At Marietta, Washington County, at the north corner of the intersection of Second and Putnam Streets, at the county courthouse, in the southeast facade, at the east corner of the building, and 3 feet above the sidewalk. A United States Geological Survey standard disk, stamped "616" and set vertically. (187.644 meters or 615.629 feet.)

93 (U.S.E.).-- At Marietta, Washington County, on the east bank of Muskingum River, 115 yards southeast of the centerline of Putnam Street, at Lock 1, 22 yards southwest of the west corner of the lockmaster's house, in the top of the south corner of the first landing of steps leading to the house, 5 yards south of a flagpole, and flush with the pavement. A Corps of Engineers, U.S. Army, standard disk. (182.083 meters or 597.384 feet.)

92 (U.S.E.).-- At Marietta, Washington County, on the west bank of Muskingum River, 38 yards southeast of the south corner of the house at 518 Fort Street, 4 yards northeast of the centerline of Fort Street, at Lock 1, and 4 feet southeast of a flagpole on top of an iron fence. A Corps of Engineers, U.S. Army standard disk, set in the top of a concrete post. (185.709 meters or 609.280 feet.)

For additional bench marks in the vicinity of Marietta, see "Zanesville, Ohio, to Parkersburg, West Virginia (71 Ohio)."

The line enters West Virginia.

T.B.M. 130.-- At Williamstown, Wood County, on the Baltimore and Ohio Railroad, 14 yards west of the south corner of the station, 10 yards southeast of pole 80/35, on the top of the passenger platform curb, 2.5 feet northeast of the northeast rail, and 3 inches above the top of the rail. A one-inch outlined circle. (186.709 meters or 612.561 feet.)

A 34.-- At Williamstown, Wood County, on the Baltimore and Ohio Railroad, 18 yards west of the south corner of the station, 10 yards southeast of pole 80/35, at a semaphore, in the top of the east corner of the concrete base, 6 feet southwest of the southwest rail, and 1 foot below the top of the rail. A standard disk, stamped "A 34 1934." (186.254 meters or 611.068 feet.)

B 34.-- 2.3 miles south along the Baltimore and Ohio Railroad from the station at Williamstown, Wood County, at steel-girder bridge 832 over a creek, in the top of the west side of the north abutment, 4.3 feet east of the west end of the abutment, 4.4 feet west of the west rail, and 1 foot below the top of the rail. A standard disk, stamped "B 34 1934." (185.808 meters or 609.605 feet.)

C 34.-- At Boaz, Wood County, on the Baltimore and Ohio Railroad, 17.1 feet west of the east corner of concrete culvert 856, 15 yards east of the crossing of a private road, 26.3 feet southeast of the southeast rail, and 7 feet below the top of the rail. A standard disk, stamped "C 34 1934" and set in the top of a concrete post. (183.688 meters or 602.650 feet.)

D 34.-- At Vienna, Wood County, on the Baltimore and Ohio Railroad, 1-1/2 poles southwest of pole 88/20, at private-road overpass 885, in the top of the northeast end of the northwest side, 7 feet northwest of the northwest rail, and 1 foot below the top of the rail. A standard disk, stamped "D 34 1934." (185.242 meters or 607.748 feet.)

E 34.-- 3.1 miles north along the Baltimore and Ohio Railroad from the post office at Parkersburg, Wood County, 26 yards west of pole 91/15, at the south corner of the municipal airport, at bridge No. 913, in the top of the southwest side of the northwest abutment, and 1 foot below the top of the rail. A standard disk, stamped "E 34 1934." (184.040 meters or 603.805 feet.)

T.B.M. 84 (U.S.E.).-- At Parkersburg, Wood County, on the Baltimore and Ohio Railroad, 0.4 mile west of the station, 11 rails east of the West Virginia-Ohio State-line marker, at the Ohio River bridge between Parkersburg, West Virginia, and Belpre, Ohio, on the top of the south end of the middle river pier, 10 feet south of the centerline of the track, 4 feet north of the extreme south end of the pier, 1.5 feet south of the bottom of the steps leading down from the track to the top of the pier, and about 5 feet lower than the track. A chiseled square. (198.787 meters or 652.187 feet.)

For additional bench marks in the vicinity of Parkersburg, see "Grafton to Parkersburg, West Virginia (17 W.Va.)," "Parkersburg to Charleston, West Virginia (29 W.Va.)," "Parkersburg, West Virginia, to Cincinnati, Ohio (30 W.Va.)," and "Point Pleasant to Parkersburg, West Virginia (35 W.Va.)."

The line re-enters Ohio.

T.B.M. 82 (U.S.E.).-- At Belpre, Washington County, on the Baltimore and Ohio Railroad, 11 yards northeast of the northeast corner of the station, on the top of the north curb of the loading platform, 2 feet south of the south rail, and about 3 inches higher than the track. A chiseled square, marked "B M." (191.894 meters or 629.572 feet.)

For additional bench marks in the vicinity of Belpre, see "Parkersburg, West Virginia, to Cincinnati, Ohio (41 Ohio)" and "Zanesville, Ohio, to Parkersburg, West Virginia (71 Ohio)."

End of the line.