

MAINE GEODETIC SURVEY STATIONS
1933 - 35

5-2-66 Hellen Sinclair

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FOREWORD

The data described in the following pages resulted from control survey projects of the Civil Works Administration and the Federal Emergency Relief Administration during the period from December 19, 1933 to June 26, 1935. The surveys were made under the direction of Mr. L.D. Stephenson, Jr., University of Maine, Orono.

The project was initiated by the United States Coast & Geodetic Survey on December 19, 1933 and remained under the direction of this organization until February 15, 1934. Subsequent to this date the project was sponsored locally in the State.

The leveling was accomplished with a check between established bench marks of 0.05 foot /distance in miles or better for third-order accuracy. The traverse was accomplished with specifications for second-order accuracy, i.e. a check of 1/10,000 on established stations.

The field notes were computed and adjusted to some extent in the State during the life of the project. The final work of this nature, together with the preparation of the manuscript, was done in the New York Computing Office of the U.S. Coast & Geodetic Survey.

The positions are given in feet expressed on the State Plane Systems. Comprehensive explanation of these systems is given in Special Publication 195 of the U.S. Coast & Geodetic Survey, - "Manual of Traverse Computation on the Mercator Grid." This may be obtained from the Superintendent of Documents, Washington, D.C., at a small cost.

The elevations are given in feet based on the Sea-level Datum of 1929.

Additional information concerning this work may be obtained by addressing the Director, U.S. Coast & Geodetic Survey, Washington, D.C.

U.S. Coast and Geodetic Survey

DIVISION OF GEODESY

GEODETIC LETTER No. 9 --- SEPTEMBER 1, 1934

HISTORY OF THE LOCAL CONTROL SURVEYS PROJECT
by H. W. Hemple

In the fall of 1933 this Bureau was asked by the Federal Emergency Relief Administration to administer as a work relief measure, a surveys project having for its primary object the employment of needy engineers and others. It was expected that some fifteen thousand people might be employed. This Bureau accepted this assignment with some reluctance for it was realized:

- (1) That because of the augmented operations in connection with our regular surveying program there would not be available a sufficient number of our own personnel to give adequate supervision to such a project.
- (2) Instruments of the type needed for efficient operation could not be obtained on short notice, and in time to be used during the period designated for field operations.
- (3) The problems of transportation of personnel and equipment could not be met by purchasing automotive equipment because most of the funds were to be used for wages and a limit was placed on the amounts to be used for purchase of equipment and materials.
- (4) The field work was to be carried on in every state of the Union during the severe winter months which would not make for economical results in the northern states.

This Bureau was interested in such a project from an altruistic motive because of the vast employment possibilities which could be offered to fellow engineers but was faced with the problem of carrying on field operations, in spite of the difficulties mentioned, so that the results obtained would be in accord with the strict standards of accuracy prescribed for our regular surveying program and could therefore be included in the national net of horizontal and vertical control.

The arrangements finally made with the Federal Relief Administration were that this project should be a part of the Civil Works Administration program. Formal approval of the project was granted on November 27, 1933, and employment of the personnel and operations of field parties started as soon thereafter as possible. All wages of personnel were to be paid through the channels of the C.W.A., but all other expenses would be charged to an allotment of \$563,120.00 (F.P. 84) made by the Public Works Administration to this Bureau for this specific purpose. The personnel were to be selected through C.W.A. channels, would be paid in accordance with the wage scales, and would be subject to the rules and regulations regarding employment, as prescribed by that agency. Except for the above restrictions, the project was under the control of this Bureau.

This Bureau was given to understand that while the funds available would last only until February 15, 1934, there was every possibility that the Congress would advance additional funds, and the project would almost certainly continue beyond that date.

Employment of personnel proceeded uninterruptedly until January 19, 1934, when the Civil Works Administration issued orders that no further additions were to be made to the pay-roll. This hampered our project, because in some states the selection of personnel and organization of parties were proceeding slowly and the maximum number of employees authorized had not yet been reached.

On February 15, 1934, Congress passed the law providing for the continuation of the Civil Works Administration program and substantially prohibited participation of Federal Bureaus in such a program after that date. At that time more than 10,000 men were employed throughout the states on these surveys. Each state after February 15th could continue this survey project under its own C.W.A. program if the State Civil Works Administration so desired. As an evidence of the wide-spread approval of this work, only four states decided not to do so. Our connection with the project after February 25th has been to set in an advisory capacity to insure that the results obtained will be of an acceptable standard. In those states which are continuing, this Bureau assumes the salary of the State Representative and also pays his travel expenses while on official business away from headquarters.

All records are, or will be, sent to this Office so that the control may be included in the national net.

On March 31, 1934, the program of the Civil Works Administration ended, and relief measures thereafter were continued under the Work Relief Plan of the State Emergency Relief Administration. Restrictions regarding employment under the new Plan were such that a man to be employed had to be absolutely without resources. Further restrictions limiting the number of hours work authorized to six and eight hours per week were imposed, so that field work could not be carried on efficiently. As a result, in most states the Local Control Survey project was definitely discontinued after this date.

In fifteen states, however, the work has continued subsequent to March 31st, and at the present time operations are still being carried on in these states although in most of them upon not nearly as large a scale as at first authorized. There are about 1500 men still employed. In some states the project will continue until October 1st, and in Tennessee where work is being done in regions requested by the Tennessee Valley Authority the project will continue until January 1, 1935, with a complement of 320 men. In many of the states still operating, the key employees (that is the instrument men and supervisors) are classed in a supervising status and are not subject to the restrictions regarding employment and small number of hours of work authorized per week, as apply to other employees under the State Emergency Relief.

This Bureau selected a man in each state who acted as our Representative and had general charge of the project in his state. This man was an outstanding engineer, usually a professor in one of the leading engineering schools. He was supposed to devote but part of his time to this project, and it was expected that he would carry on his regular activities at the same time. These men took an active interest in the project, worked hard and put in long hours to make these surveys a success. To them was delegated the job of contacting the State C.W.A. authorities to obtain the necessary personnel. They also made arrangements for borrowing instruments and trucks. The organization of parties was entirely in their hands. They also decided where the surveys were to be undertaken. Too much credit cannot be given to these officials who gave so unsparingly of their efforts, in many cases at considerable sacrifice to themselves, in order that their fellow engineers might be benefited.

To assist our State Representatives, a number of Supervising engineers were selected by them through C.W.A. channels. In general one supervising engineer had charge of the field work of from five to six parties. These men were usually high grade engineers capable of giving adequate supervision to the field parties.

In each state an office was established where administrative details in connection with the project could be handled. A force of computers, stenographers, clerks and accountants, selected through the C.W.A., were employed in this office.

Each state representative was bonded as a chief of party in order that he might make expenditures of Government funds in connection with this projects in his state. His accounting force prepared payrolls for transmission to the C.W.A. offices, where the pay checks were drawn. Vouchers for other expenditures were prepared in his office, certified by him, and forwarded to the Washington Office for administrative examination and payment.

An estimate was prepared for each state of the number to be employed, together with the amount to be expended for the payroll and the amount needed for purchases of equipment and materials. Each State Civil Works Administrator was notified of the number to be employed in his state as soon as this project was approved by Mr. Harry L. Hopkins, Federal Civil Works Administrator.

In order that the project might be of maximum benefit to the employees, work was carried on in localities where the men could live at home and be subject to a minimum of travel. The program of surveys best adapted for such a condition was the subdivision of the twenty-five mile spacing of our first order control by means of traverse and leveling. Some triangulation was accomplished in the western states, but most of the horizontal control was established by traverse.

Had time permitted, it would have been advisable to purchase a sufficient number of theodolites, graduated to ten or twenty seconds, and also tilting levels, so that these surveys could have been expedited and the results obtained much more economically. There is a dearth of high grade instruments available in this country and as a consequence it was necessary to adopt plans to make use of such instruments as could be borrowed from interested concerns and individuals.

Because of the depression there were many surveying instruments owned by railroads, construction concerns, highway departments and municipalities which were not in use. It was decided that an appeal would be made for the loan of such idle instruments for use on this project. The Survey accepted the responsibility for these instruments while on such use, and agreed to return them to their owners at the expiration of the field work in as good condition as when received. The response to this appeal was very gratifying, and it was unnecessary for this Bureau to purchase any major surveying instruments. Such special instruments as Abney and Locke levels, spring balances, and thermometers, were purchased however. It was also found necessary to purchase a number of 100-foot steel tapes and also a quantity of level rods, as equipment of this nature satisfactory for high-grade work was not available.

Since the transits commonly used by engineers are graduated to 1 minute, or at best 30 seconds, and since these were to be used on this project, specifications were prepared in the Washington Office whereby second-order accuracy could be obtained with such instruments, in connection with the 100-foot steel tape. Forty-eight tapes were standardized at the Bureau of Standards and one was sent to each state to be used as a master tape for comparison with the tapes actually used in the field on the measurements. Taping was usually carried on over portable tripods under a definite tension, and corrections applied for grade and temperature. Four sets of readings were specified for the angular measurements with the criterion that accepted results should agree within eight seconds of the mean. The repetition method was used, and one set consisted of six measurements of an angle with the telescope direct followed by six with the telescope reversed for each angle, including the one to close the horizon. An analysis of the results forwarded to this office shows that acceptable horizontal angle observations in some cases could be obtained with a smaller number of sets than four but in most cases it was found that this number was required. Had theodolites graduated to ten seconds been available, the required accuracy could easily have been obtained by two sets of 6 D & R. A fair observer can measure one angle 6 D & R in twelve minutes. The consequent saving in time which would have resulted from better instruments is evident. In general no difficulty was experienced in obtaining traverse closures of 1:10,000 when the rigid specifications were followed.

Leveling was carried on mostly with the ordinary Wye level. An accuracy of .05 feet distances in miles was specified and obtained without trouble. Had tilting levels been available, this work could also have been done more accurately and expeditiously.

It was realized that many of the engineers out of work owned automobiles which they would furnish for transportation facilities on this work, providing employment were offered to them. Arrangements were made so that these cars would be kept in repair by this Bureau while on such use and whereby this Survey accepted the responsibility for accidents to the cars while in official use, providing such accidents were not due to careless driving. The adoption of this plan made it unnecessary to purchase motor equipment.

Bronze disks somewhat smaller in diameter than the regular marks used by this Bureau were sent to all parties. These disks had the legend "U.S. Coast and Geodetic Survey and State Survey" cast on the face. North Carolina and Pennsylvania had disks cast with legends peculiar to their respective states only. The disks were set in concrete monuments, of a size similar to that specified for our regular operations, or in permanent structures. On the traverse work these monuments were established at intervals not greater than two miles.

Marks were established in pairs with the two marks about 1/4 mile apart, so that an azimuth would be available at each station for future use. Levels were run over the same lines as the traverse.

Insofar as possible connections were made to first-order work of this Bureau at the beginning and ending of the traverse lines. Where no monuments of this Bureau were available for such connections, it is expected that at some time in the future our regular field parties will connect to such local control work.

The final computations for the horizontal control established in the various states are being placed on the plane coordinate system. The use of this system simplifies the computations for the supplemental control, once the first-order stations of this Bureau to which connections are made are expressed in similar terms. Projection tables and instructions for transferring from geodetic to plane coordinates were prepared in the Washington Office and sent to each state office. The preparation of these projection tables ranks as no mean accomplishment. It was estimated that under our regular program this work would have taken a year or more to accomplish. Upon the inception of the C.W.A. program these computations were expedited and these tables completed for each state in a few months's time.

Statistics to June 30, 1934, show 14,000 miles of traverse, 20,000 miles of levels, and 1,200 miles of triangulation completed. A number of monuments have been set in some states over which no work has been done because of the abrupt termination of the project. Should further funds not be forthcoming to continue these surveys as a separate project, it is planned to have our own parties run levels over such marks, so that no monuments will be set for which descriptions and data are not available.

The work done and the monuments established will be of permanent value to those communities where such surveys were carried on. Frequent requests come to this office for information regarding the marks established. Much publicity was given to these surveys through numerous newspaper articles and, as a result, a more wide-spread knowledge of the utility of these marks was disseminated throughout the country.

The project has been of value in acquainting the engineer with the fact that accurate surveys can be obtained when using ordinary surveying instruments. Heretofore many engineers have had the idea that geodetic surveys could be accomplished only with the use of special surveying equipment. This project has taught these men that if certain precautions are adhered to when making surveys, results of a high degree of accuracy can be obtained.

The many letters received at this office from engineers who were employed on this project expressing gratification that they were able in a time of need to work at labor for which they were fitted by training and experience, shows that as a measure to relieve unemployment among a class not reached by other work relief measures, this project was a success. Statistics show that about 75% of those employed were men of college training. These were not necessarily all civil engineers, as mechanical, chemical and electrical engineers and other college men, were employed as rodmen, chainmen, computers, etc. As an indication of the high type of men employed, the following is quoted from a letter addressed to the Director from Mr. John S. Bates, State Representative for California:

"We have as our motto that the good name of the Coast and Geodetic Survey must be maintained and that our privilege to represent the organization carries an obligation to insure good public relations and absolute accuracy of all work done".

For professional engineers, who through no fault of their own, have been without employment, some of them for several years, the Local Control Surveys Projects was Godsend, and was of assistance in keeping up their morale in a time of stress.

CONNECTIONS TO CWA SURVEYS

During the course of the surveying operations under the Civil Works Administration, an attempt was made as far as possible to start triangulation, traverse, and leveling from existing survey marks of this Bureau. Plans were adopted which permitted the members of the field parties to live at home. In some cases this arrangement did not permit making connections with existing work. Chiefs of parties should make frequent inquiries along the lines of their field work as to whether any operations have been carried on by parties working under the Local Control Surveys and should make connections to such work wherever possible. It would be well for each chief of party to contact the State Representative who had charge of the C.W.A. Surveys in those states where our regular operations are being carried on to insure as far as possible that connections are being made to such work. Complete reports have not yet been received at this office from all State Representatives and it is therefore impossible to advise each chief as to the marks it is desirous to connect to. Prompt attention to this matter will obviate the necessity of sending in a special party to make such connections at some future time.

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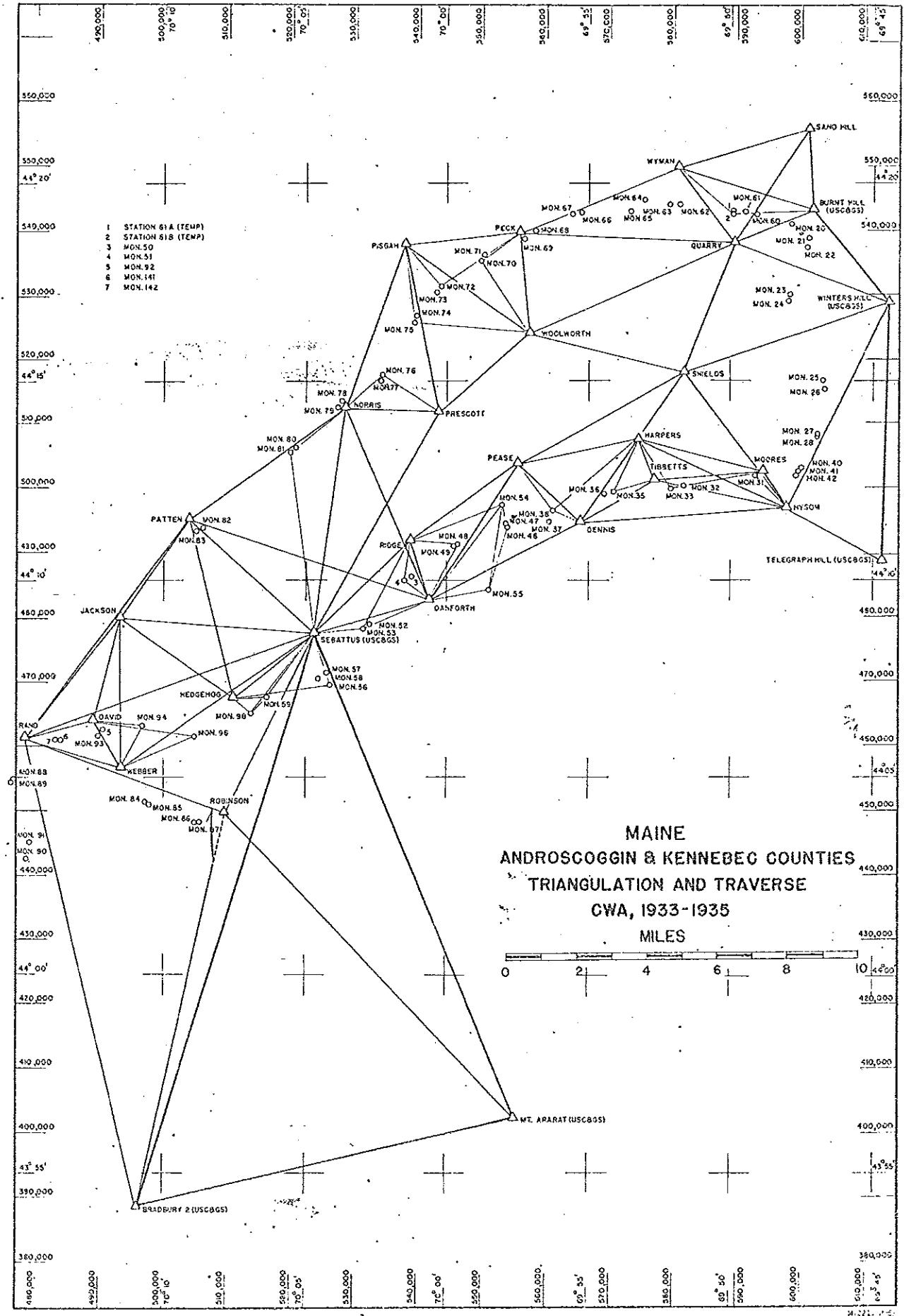
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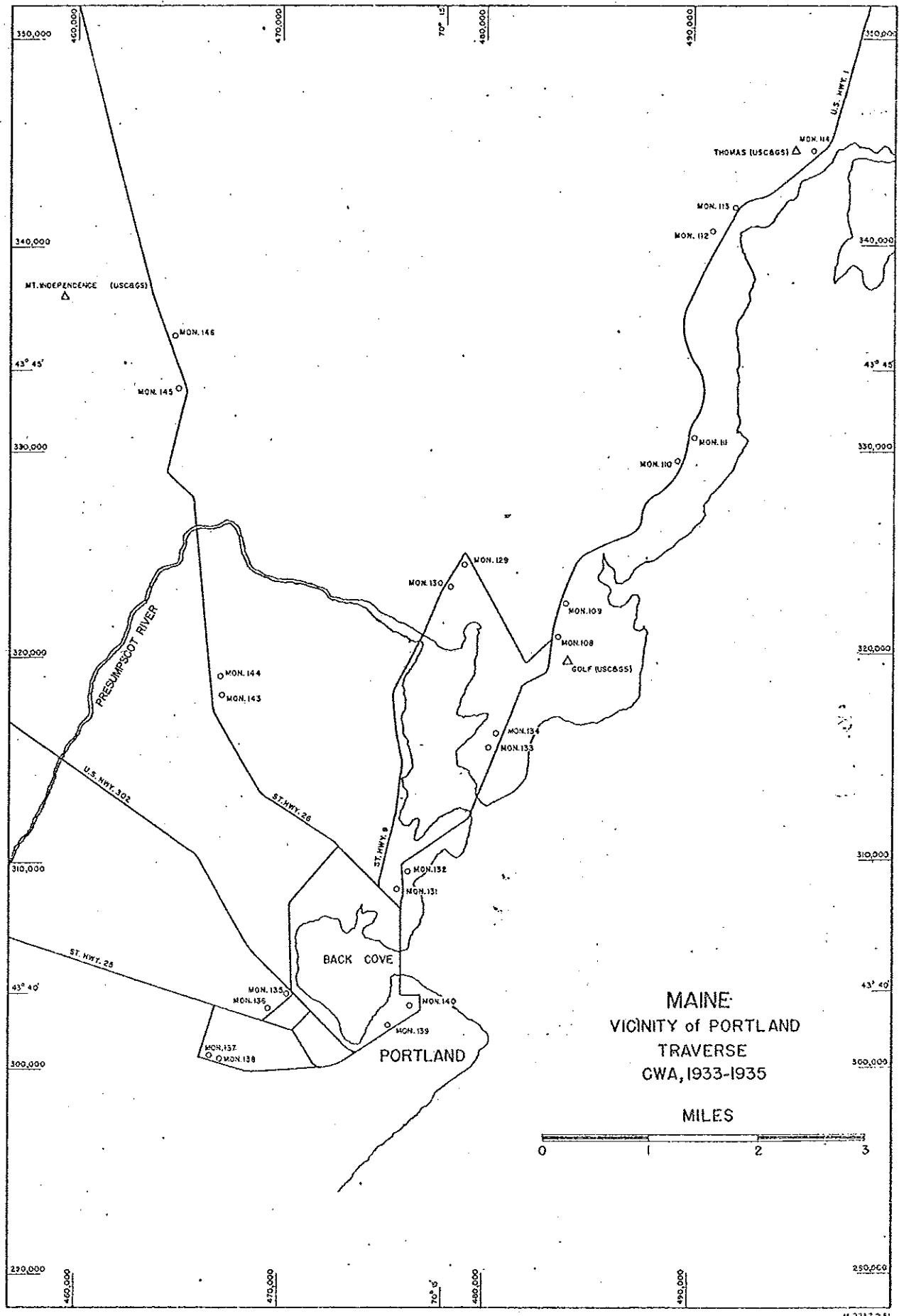
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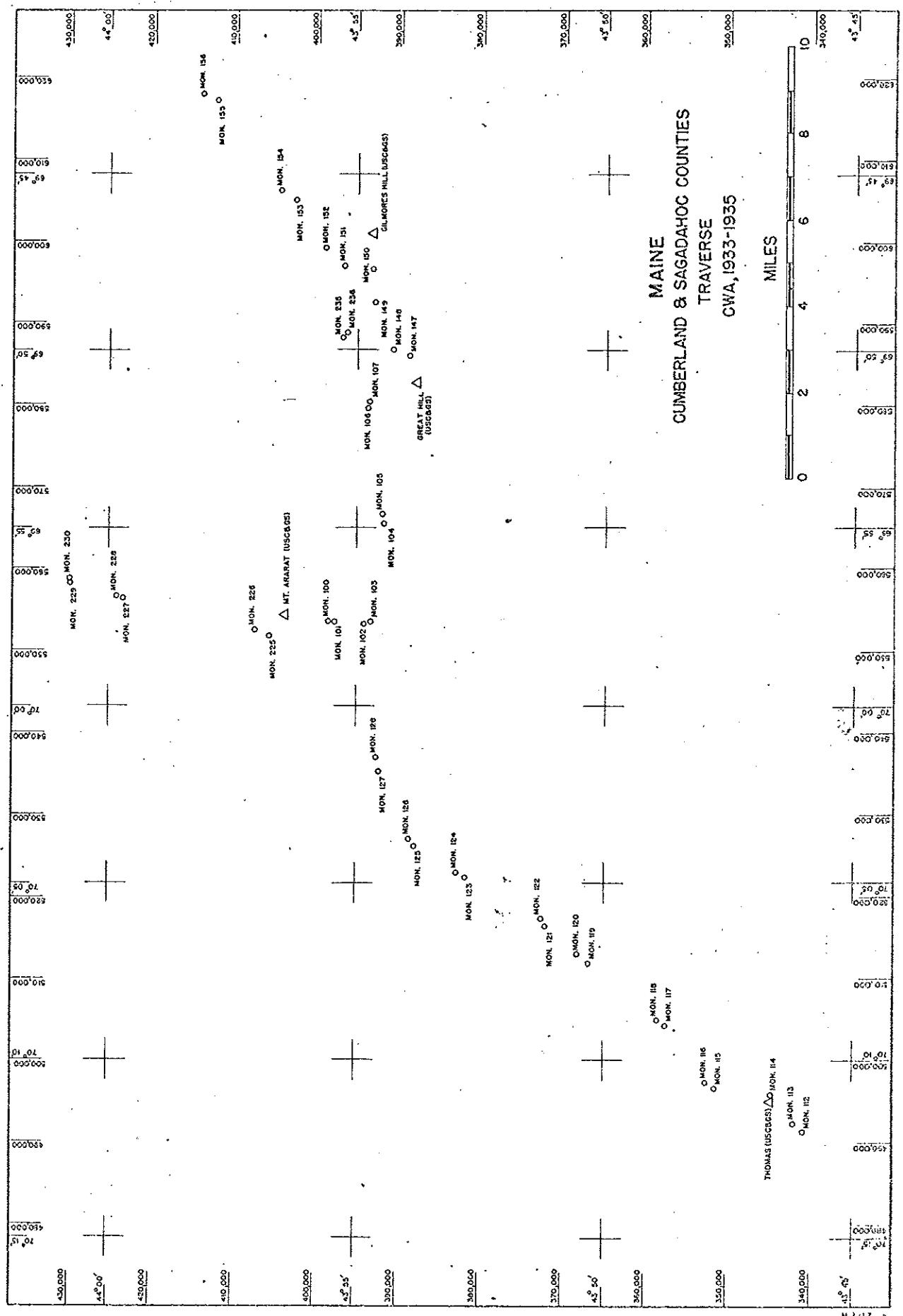
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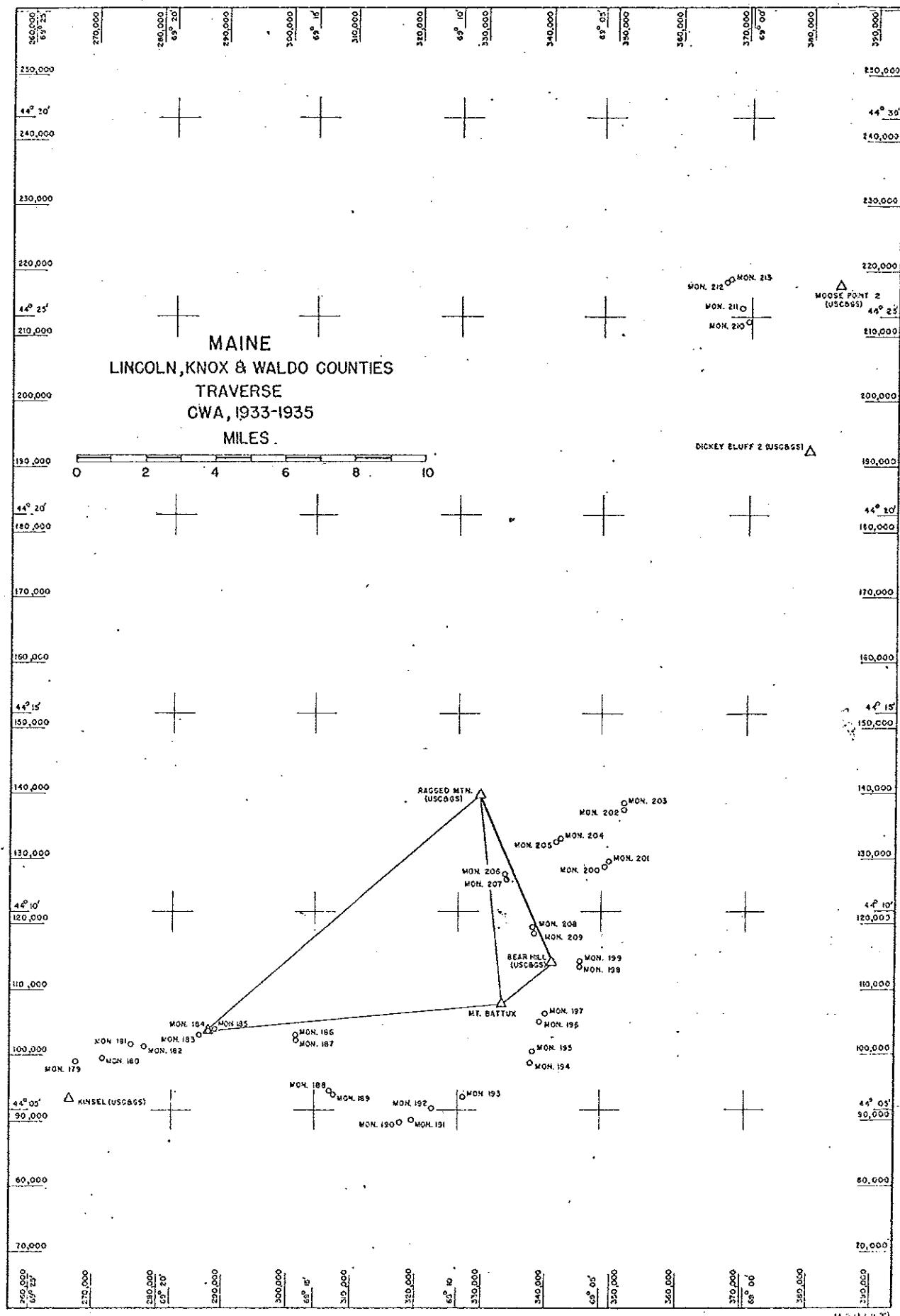
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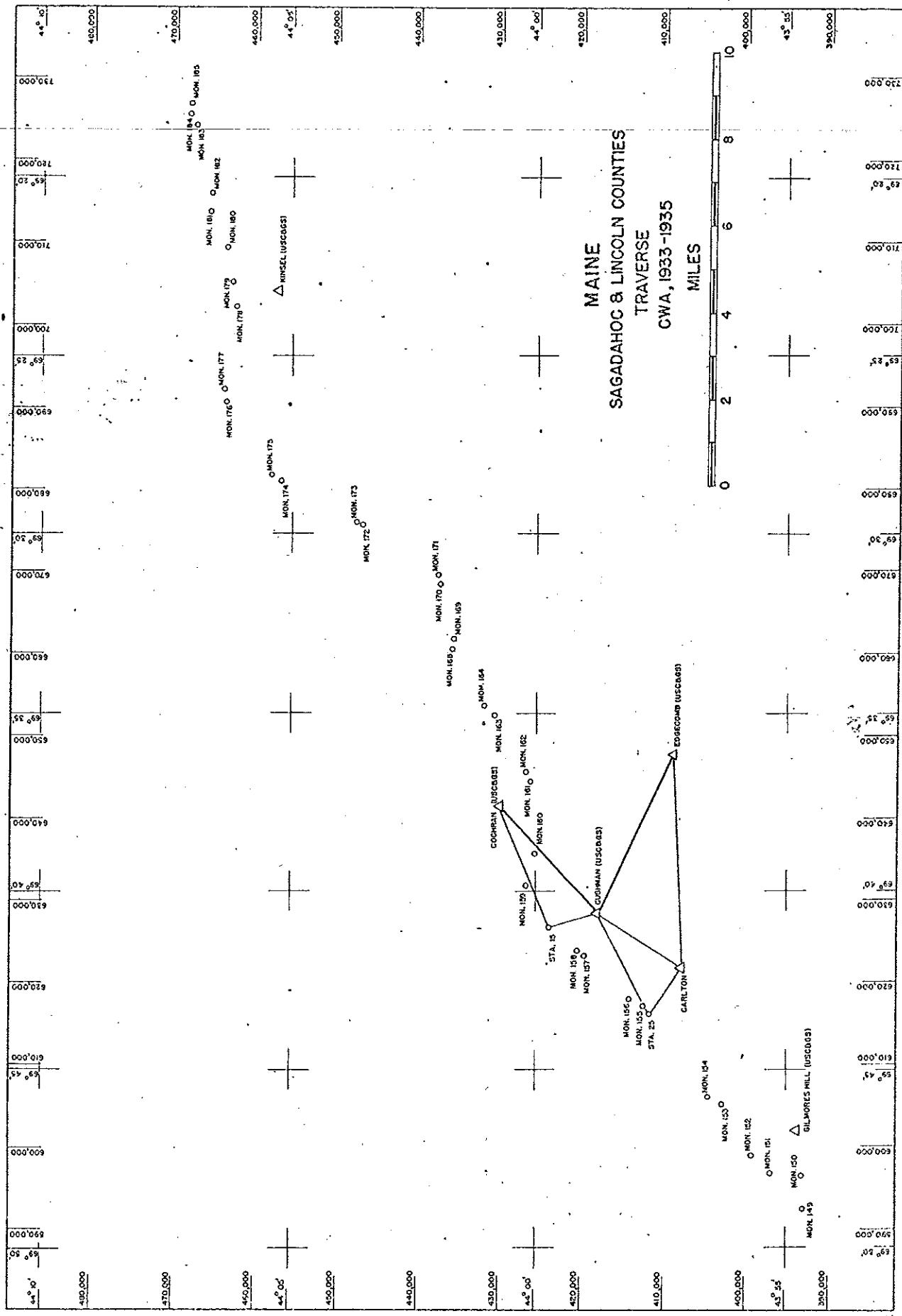
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January 3, 1945

MAINE

UNITED STATES COAST AND GEODETIC SURVEY AND STATE SURVEY
Third-order triangulation, Second-order traverse, and
third-order leveling.

Field work was done by Local Control Survey parties in 1934 and 1935.

Androscoggin CountyLine 1--Vicinity of Auburn.

This line proceeds east from Brand Hill (about 1 mile west of Auburn center), to the public library, south along the Maine Central Railroad to Rumford Junction, and northwest to a point on State Highway 11 about 2 miles southwest of Auburn center.

Ridge=17 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 1 mile west of Auburn center, on the highest point of Brand (also Rand) Hill (north slope covered with heavy growth of large white pines), about 1,600 feet southwest of the intersection of Gamage Avenue and Park and Lake Streets (best approached via Gamage Avenue), about 600 feet west of Park Street, in open pasture, and on the highest point of a number of ledge outcrops. Station and reference marks are U.S.C.& G.S. and State Survey standard disks set in concrete. Station mark is stamped "17." Reference mark 1 is 20.428 feet from the station in azimuth 40°. Reference mark 2 is 19.320 feet from the station in azimuth 135°. No elevation has been determined for this station.
Plane coordinates: (W), $x = 478,058.88$ feet; $y = 461,752.19$ feet.

142-97 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--In Auburn, at the intersection of Court and South Goff Streets, 8.9 feet west of the west curb of South Goff Street 12.6 feet south of the south curb of Court Street, and 3.1 feet south of a stone bound marking the southwest corner of the intersection. Station is a U.S.C.& G.S. and State Survey standard disk, stamped "142" and set in the top of a concrete post. No elevation has been determined for this station.
Plane coordinates: (W), $x = 462,610.61$ feet; $y = 460,925.68$ feet.

141-95 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--In Auburn, on the grounds of the public library, 10.1 feet north of the north curb of Court Street, 9.1 feet west of the west curb of Spring Street, and 1.7 feet east of an iron pin marking the northwest corner of the street intersection. Station is a U.S.C.& G.S. and State Survey standard disk, stamped "141" and set in the top of a concrete post. No elevation has been determined for this station.

Plane coordinates: (W), $x = 483,507.72$ feet; $y = 460,874.69$ feet.

91 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--At Rumford Junction, about 700 feet northeast of the Maine Central Railroad station, 30 feet southeast of the main-line east track, 22.5 feet north of the center line of Hackett Road, 32.7 feet east of a crossing-warning signal, 22.2 feet southeast of milepost V 221, and 2.5 feet from the east right-of-way fence. Station is a U.S.C.& G.S. and State Survey standard disk, stamped "91" and set in the top of a concrete post projecting about 4 inches above ground. No elevation has been determined for this station.

Plane coordinates: (W), $x = 477,934.12$ feet; $y = 444,977.98$ feet.

90 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--At Rumford Junction, about 318 feet northeast of the Maine Central Railroad station, 30.5 feet southeast of the main-line east track, about 400 feet southwest of the Hackett Road crossing, 111 feet east of block signal R 327, and 7 feet from the east right-of-way fence. Station is a U.S.C.& G.S. and State Survey standard disk, stamped "90" and set in the top of a concrete post projecting about 4 inches above ground. No elevation has been determined for this station.

Plane coordinates: (W), $x = 477,677.41$ feet; $y = 444,586.28$ feet.

89 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 2.2 miles southwest along Court Street (Poland Springs Road) from the post office at Auburn, about 700 feet southwest of the intersection of Minot Avenue, 20 feet east of the center line of Court Street, 54.6 feet north of the southwest corner of the R.H. Young residence, and 39.1 feet northwest of the northwest corner. Station is a U.S.C.& G.S. and State Survey standard disk set in the top of a concrete post projecting about 4 inches above ground. No elevation has been determined for this station.

Plane coordinates: (W), $x = 476,007.67$ feet; $y = 454,547.06$ feet.

88 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1935).--About 2.1 miles southwest along Court Street from the post office at Auburn, in the northeast corner of the intersection of Minot Avenue (State Highway 11 and 121), 24 feet east of the center line of Court Street, 28 feet north of the center line of Minot Avenue, 50 feet north of the north rail of Mechanic Falls trolley-line track, and on the S.L. Boles property. Station is a U.S.C.& G.S. and State Survey standard disk, stamped "88" and set in the top of a concrete post projecting about 4 inches above ground. No elevation has been determined for this station.
Plane coordinates: (W), $x = 476,417.15$ feet; $y = 455,141.10$ feet.

Line 2--South Monmouth, Kennebec County,
to Lewiston, Androscoggin County.

This line follows State Highway 126 southwest from the county line through Sabattus to Lewiston.

49 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 0.2 miles southwest along State Highway 126 from the county line at South Monmouth, Kennebec County, about 0.3 miles west of Day's Corners, 25 feet north of the center line of the highway, and 203 feet east along the highway from the east side of the "L" of a house north of the highway. Station is a U.S.C.& G.S. and State Survey standard disk, stamped "1-49" and set in the top of a concrete post. Elevation: 198.763 feet.
Plane coordinates: (W), $x = 544,749.5$ feet; $y = 490,804.5$ feet (No-check position).

RV 21. (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 1.4 miles southwest along State Highway 126 from the county line at South Monmouth, Kennebec County, at a concrete bridge over a branch of Minwah Stream, and in the top of the northwest parapet of the southwest abutment. Station is a Monel-metal rivet. Elevation: 198.986 feet.
No coordinates have been determined for this station.

50 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 1.65 miles southwest along State Highway 126 from the county line at South Monmouth, Kennebec County, about 600 feet east of a schoolhouse, about 525 feet west of the range of the west side of a long white barn north of the highway, and 27 feet northwest of the center line of the highway. Station is a U.S.C.& G.S. and State Survey standard disk, stamped "1-50" and set in the top of a concrete post. Elevation: 236.518 feet.
Plane coordinates: (W), $x = 538,234.3$ feet; $y = 485,313.7$ feet (No-check position).

51 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 1.8 miles southwest along State Highway 126 from the county line at South Monmouth, Kennebec County, 30 feet northwest of the west line of a schoolhouse. Station is a U.S.C.& G.S. and State Survey standard disk, stamped "1-51" and set in the top of a concrete post. Elevation: 231.086 feet.
Plane coordinates: (W), $x = 537,426.94$ feet; $y = 485,980.16$ feet.

Ridge=16 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 2.2 miles southwest along State Highway 126 from the county line at South Monmouth, Kennebec County, thence about 1.3 miles northeast along a road, opposite a red brick house about 500 feet east of the road, in an open field part way up the south slope of Monmouth Ridge, and in a minor prominence in an outcropping ledge. Station and reference marks are U.S.C.& G.S. and State Survey standard disks in bedrock. Station mark is stamped "1-16." Reference mark 1 is 13.88 feet from the station in azimuth 89°. Reference mark 2 is 18.75 feet from the station in azimuth 4°. No elevation has been determined for this station.
Plane coordinates: (W), $x = 537,963.88$ feet; $y = 491,723.08$ feet.

RV 20 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 2 1/2 miles southwest along State Highway 126 from the county line at South Monmouth, Kennebec County, at a concrete bridge over Minwah Stream, and in the northwest parapet of the southwest abutment. Station is a Monel-metal rivet. Elevation: 198.167 feet.
No coordinates have been determined for this station.

RV 19 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 3.0 miles southwest along State Highway 126 from the county line at South Monmouth, Kennebec County, at a concrete bridge over Minwah Stream, and in the top of the northwest parapet of the southwest abutment. Station is a Monel-metal rivet. Elevation: 208.267 feet.
No coordinates have been determined for this station.

52 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 3.65 miles southwest along State Highway 126 from the county line at South Monmouth, Kennebec County, about 200 feet northwest of the highway, directly back of and about 100 feet from a schoolhouse, and in the summit of a ledge ridge. Station is a U.S.C.& G.S. and State Survey standard disk, stamped "1-52." Elevation: 358.907 feet (Spur Line).
Plane coordinates: (W), $x = 531,758.7$ feet; $y = 479,248.5$ feet (No-check position).

53 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 3.9 miles southeast along State Highway 126 from the county line at South Monmouth, Kennebec County, about 1/4 mile southwest of a schoolhouse, about 400 feet northwest of the highway, at the top of a hummock, and in an outcropping ledge. Station is a U.S.C.& G.S. and State Survey standard disk, stamped "1-53." Elevation: 346.302 feet (Spur Line).
Plane coordinates: (W), $x = 530,819.96$ feet; $y = 478,297.97$ feet.

57 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 2.0 miles northeast along State Highway 126 from the Maine Central Railroad station at Sabattus, about 0.2 mile northeast of the L.C. Waterman farm buildings, about 0.36 mile northeast of the junction of a road leading southeast, slightly west of the summit of a small hill, 30 feet southeast of the center line of the highway, and at the south edge of a trolley-line right-of-way. Station is a U.S.C.& G.S. and State Survey standard disk, stamped "57" and set in the top of a concrete post. Elevation: 265.563 feet (Spur Line).
Plane coordinates: (W), $x = 524,997.07$ feet; $y = 471,765.78$ feet.

56 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 1.7 miles northeast along State Highway 126 from the Maine Central Railroad station at Sabattus, thence about 0.36 mile southeast along a country road, about 200 feet southwest of the country road, in a pasture, and beside a stone fence. Station is a U.S.C.& G.S. and State Survey standard disk, stamped "1-56" and set in the top of a concrete post. No elevation has been determined for this station.

Plane coordinates: (W), $x = 525,585.01$ feet; $y = 469,933.58$ feet.

58 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 1.7 miles northeast along State Highway 126 from the Maine Central Railroad station at Sabattus, about 30 feet northeast of the center line of a country road leading southeast, 30 feet southeast of the center line of the highway, and at the south edge of a trolley-line right-of-way. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "58" and set in the top of a concrete post. Elevation: 237.587 feet (Spur Line).

Plane coordinates: (W), $x = 523,876.19$ feet; $y = 470,811.76$ feet.

266 (U.S.G.S.) (Androscoggin County, Maine Geod.S., 1934).--In Sabattus, 330 feet east of the Maine Central Railroad station, north of the tracks, and in a large boulder. Station is a United States Geological Survey standard disk, stamped "Augusta 266." Elevation: 265.563 feet.

No coordinates have been determined for this station.

T.B.M. 8 A (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--In Sabattus, directly in back of the high school, about 150 feet south of the Maine Central Railroad tracks, and on an outcropping ledge. Station is a chiseled square. Elevation: 250.322 feet.

No coordinates have been determined for this station.

59 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--In Sabattus, about 280 feet west of the Catholic church, in the rear of the high school, in an open field, on the west slope of a small hill, and about 3 feet lower than the summit. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "59" and set in the top of a concrete post. Reference mark 1 is 21.92 feet from the station in azimuth 82°. Reference mark 2 is 21.22 feet from the station in azimuth 204°. Elevation: 355.328 feet (Spur Line).

Plane coordinates: (W), $x = 515,876.98$ feet; $y = 467,846.42$ feet.

99 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--At the west edge of Sabattus, on St. Hwy. 126, between two railroad crossings, about 825 feet east of the east rail of one crossing (measured along the center line of the highway), about 25 feet north of the center line of the highway, and 18.5 feet northeast of pole 249. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "99" and set in the top of a concrete post. Elevation: 210.528 feet (Spur Line).

No coordinates have been determined for this station.

T.B.M. 7 A (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 3/4 mile southwest of Sabattus, on State Highway 126, about 100 feet west of a Maine Central Railroad crossing, 20 feet west of a trolley-line crossing, 24 feet south of the center line of the highway, and on a ledge outcrop. Station is a chiseled square. Elevation: 226.780 feet.

No coordinates have been determined for this station.

98 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 3/4 mile southwest of Sabattus, on State Highway 126, about 200 feet west of a trolley-line and Maine Central Railroad crossing, on the summit of a ridge, about 300 feet north of the highway, and in an outcropping ledge. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "98." Reference mark 1 is 10.8 feet from the station in azimuth 35°. Reference mark 2 is 10.78 feet from the station in azimuth 118°. Elevation: 270.314 feet (Spur Line).

Plane coordinates: (W), $x = 513,414.50$ feet; $y = 465,629.00$ feet.

Hedgehog-13 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 1-1/4 miles southwest along State Highway 126 from Sabattus, thence about 1/2 mile north, on the north summit of a twin-peaked hill (Hedgehog), and in a boulder. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "13." No elevation has been determined for this station.

Plane coordinates: (W), $x = 510,679.61$ feet; $y = 467,619.85$ feet.

T.B.M. 6 A (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 1.8 miles southwest along State Highway 126 from Sabattus, about 200 feet east of a schoolhouse, and north of the highway. Station is the top of a hydrant. Elevation: 250.346 feet.

No coordinates have been determined for this station.

97 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 3.6 miles east along State Highway 126 from the post office at Lewiston, about 200 feet west of Tarr's Corners, and about 6 feet south of the south rail of a trolley-line track. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "1-97" and set in the top of a concrete post. Elevation: 257.175 feet (Spur Line).

No coordinates have been determined for this station.

96 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 3.6 miles east along State Highway 126 from the post office at Lewiston, near Tarr's Corners, about 300 feet north of the highway, about 200 feet west of a country road, and on the highest point of a ledge hill. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "1-96." Reference mark 1 is 15.08 feet from the station in azimuth 168°. Reference mark 2 is 21.15 feet from the station in azimuth 267°. Elevation: 304.039 feet (Spur Line).

Plane coordinates: (W), $x = 504,792.66$ feet; $y = 462,037.06$ feet.

T.B.M. 5 A (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 3-1/2 miles east along State Highway 126 from the post office at Lewiston, on a ledge north of the highway, 2 feet beyond the ditch line, and about 3 feet higher than the highway. Station is a chiseled square. Elevation: 254.709 feet.

No coordinates have been determined for this station.

T.B.M. 4 A (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 2-1/2 miles east along State Highway 126.

from the post office at Lewiston, and at the southeast corner of the junction of Sabattus and Temple Streets. Station is the top of a concrete road bound. Elevation: 229.218 feet.

No coordinates have been determined for this station.

T.B.M. 3 A (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 2 miles east along State Highway 126 from the post office at Lewiston, and in the northeast quadrant of the intersection of Sabattus and Stanley Streets (Thorne's Corner). Station is the west end of a gas-pump base. Elevation: 263.511 feet.

No coordinates have been determined for this station.

95 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 2 miles east along State Highway 126 from the post office at Lewiston, near Thorne's Corner, about 300 feet west of Stanley Street, about 200 feet east of road leading to Thorncraig Sanctuary, and at the foot of a steep slope where the highway has been widened. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "95" and set in the top of a concrete post about flush with the ground. Elevation: 260.565 feet (Spur Line).

No coordinates have been determined for this station.

94 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 2 miles east along State Highway 126 from the post office at Lewiston, about 350 feet north of the highway, about halfway between Thorne's Corner and a road leading to Thorncraig Sanctuary, and on the summit of a low ledge ridge. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "1-94" and set in the top of a concrete post. Reference mark 1 is 17.54 feet from the station in azimuth 346°. Reference mark 2 is 15.87 feet from the station in azimuth 79°. Elevation: 320.333 feet (Spur Line).

Plane coordinates: (W), $x = 496,900.68$ feet; $y = 463,365.27$ feet.

T.B.M. 1 A (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--At Lewiston, and at the southwest corner of Sabattus Street and Campus Avenue. Station is the top of a dome-shaped sewer grate. Elevation: 247.115 feet.

No coordinates have been determined for this station.

92 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--At Lewiston, near the northeast corner of the intersection of Campus and Central Avenues, in the lawn of the high school, 130.2 feet southwest of the southwest corner of the high school, and 105.8 feet north of the top of a fire hydrant across the street. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "1-92" and set in the top of a concrete post about 2 inches below ground. Elevation: 244.194 feet.

Plane coordinates: (W), $x = 490,483.94$ feet; $y = 462,888.69$ feet.

93 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--At Lewiston, east of the intersection of Central and Campus Avenues, in front of the entrance door to the city armory, 76.7 feet from the brick corner of the armory, and 64.2 feet from the lower step of the main entrance. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "1-93" and set in the top of a concrete post about 2 inches below ground. Elevation: 240.901 feet.

Plane coordinates: (W), $x = 490,147.64$ feet; $y = 462,420.11$ feet.

David-17 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--At Lewiston, on the Bates College campus, and on the summit of a steep rocky hill (Mt. David). Station and reference marks are U.S.C. & G.S. and State Survey standard disks in bedrock. Station mark is stamped "17." Reference mark 1 is 32.17 feet from the station in azimuth 178°. Reference mark 2 is 39.40 feet from the station in azimuth 295°. No elevation has been determined for this station.

Plane coordinates: (W), $x = 488,901.99$ feet; $y = 464,157.72$ feet.

CITY HALL RESET (U.S.G.S.) (Androscoggin County, Maine Geod. S., 1934).--In Lewiston, in the sill of the east window of the north face of the city hall building. Station is a U.S.C. & G.S. and State Survey standard disk. Elevation: 191.412 feet.

No coordinates have been determined for this station.

Line 3-3 Miles Northeast of Lewiston to 3 Miles South of Leeds Junction.

This line follows State Highway 100 northeast from a point about 3 miles northeast of Lewiston through Greene to a point about 3 miles northeast of Greene, and proceeds south to a point on the Sabattus-Leeds Junction branch of the Maine Central Railroad about 3 miles south of Leeds Junction.

Jackson-14 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 3 miles northeast along State Highway 100 (Maine Street) from the post office at Lewiston, about 600 feet west of the highway, on the summit of a knoll in an open field, and just south of the north high-tension power-transmission line crossing hwy. and field. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "14" and set in the top of a concrete post about 12 inches below ground. Reference marks are U.S.C. & G.S. and State Survey standard disks set in bedrock. Reference mark 1 is 18.155 feet from the station in azimuth 93°. Reference mark 2 is 33.135 feet from the station in azimuth 186°. No elevation has been determined for this station.

Plane coordinates: (W), $x = 493,045.93$ feet; $y = 479,903.82$ feet.

Patten (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 1/2 mile west of Greene, on the summit of Patten Hill (covered with heavy growth of pine except for sun-mit and east slopes), about 1,100 feet southwest of and approachable via Patten School, 135 feet northwest of a large lone maple tree, and 90 feet north of a fence line. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. No elevation has been determined for this station.

Plane coordinates: (W), $x = 503,893.56$ feet; $y = 495,355.54$ feet.

83 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--In Greene, on State Highway 100, about 700 feet west of Androscoggin Grange Hall, about 108 feet west of a small house north of the highway, and about 27.5 feet north of the center line of the highway. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "83" and set in the top of a concrete post. Elevation: 340,610 feet (Spur Line).
Plane coords: (W), $\text{x} = 505,318.18$ feet; $\text{y} = 494,115.82$ feet.

82 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--In Greene, 6.5 feet west of a point 55 feet north of the northwest corner of Androscoggin Grange Hall, 23 feet east of the southeast corner of the Town Hall, and 25.8 feet from the center line of State Highway 100. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "82" and set in the top of a concrete post. Elevation: 341,467 feet (Spur Line).
Plane coords: (W), $\text{x} = 506,016.31$ feet; $\text{y} = 494,216.95$ feet.

81 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 3 miles northeast of Greene, about 1,000 feet south of Keene's Corners, about 600 feet southeast of State Highway 100, 60 feet east of the summit of a hill, and in an outcropping ledge. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "81." Elevation: 426,462 feet (Spur Line).
Plane coords: (W), $\text{x} = 518,979.50$ feet; $\text{y} = 504,350.53$ feet.

80 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 3 miles northeast of Greene, at Keene's Corners, just off State Highway 100, and 5 feet from the east corner of a church. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "80" and set in the top of a concrete post. Elevation: 339,884 feet.

Plane coordinates: (W), $\text{x} = 519,443.0$ feet; $\text{y} = 505,257.3$ feet (No check position).

254 (U.S.C.S.) (Androscoggin County, Maine Geod.S., 1934).--On the Maine Central Railroad branch between Leeds Junction and Sabattus, about 4 miles north of Sabattus, about 3 miles south of Leeds Junction, and in the east face of the south wall of a stone culvert. Station is a United States Geological Survey standard disk, stamped "Augusta 254." Elevation: 253,767 feet.
No coordinates have been determined for this station.

Line 4-1-1/2 Miles Southeast of Lewiston to 5 Miles Southeast of Lewiston.

This line follows State Highway 196 southeast to the vicinity of Crowley's Junction and proceeds east about 0.7 mile to Robinson Mountain.

Webber=15 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 1.5 miles southeast of the post office at Lewiston, on a high hill, about 500 feet southwest of the southwest city reservoir, and at a north-south stone wall. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "15" and set in the top of a concrete post. Reference mark 1 is a drill hole in a large boulder in the stone wall and is 21.64 feet from the station in azimuth 194°. Reference mark 2 is a drill hole in a large boulder in the stone wall and is 64.41 feet from the station in azimuth 2°. Reference mark 3 is a drill hole in a ledge and is 63.93 feet from the station in azimuth 87°. No elevation has been determined for this station.

Plane coordinates: (W), $\text{x} = 493,192.63$ feet; $\text{y} = 457,001.82$ feet.

84 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 2.9 miles southeast along State Highway 196 from the post office at Lewiston, at the southeast corner of the Pleasant Street crossing of the Maine Central Railroad, 28 feet east of the center line of Pleasant Street, and 20 feet southwest of a point on the south rail 60 feet east of the crossing. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "84" and set in the top of a concrete post projecting about 4 inches above ground. No elevation has been determined for this station.

Plane coordinates: (W), $\text{x} = 497,118.12$ feet; $\text{y} = 451,689.43$ feet.

85 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 3.1 miles southeast along State Highway 196 from the post office at Lewiston, 17.5 feet south of the south rail of the Maine Central Railroad track, 150 feet southwest of the center line of the highway, 152 feet west of the southwest corner of the west abutment of a trolley-line trestle over the railroad tracks, and in a 10- by 10-foot outcropping ledge projecting about 2 feet above ground. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "85." No elevation has been determined for this station.

Plane coordinates: (W), $\text{x} = 497,948.17$ feet; $\text{y} = 451,293.21$ feet.

86 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 4.6 miles southeast along State Highway 196 from the post office at Lewiston, 52.1 feet southeast of center of the Clough Cemetery vault door, 22 feet northeast of the center line of the highway, and 38.5 feet northeast of the northeast rail of trolley-line tracks. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "86" and set in the top of a concrete post projecting about 4 inches above ground. No elevation has been determined for this station.

Plane coordinates: (W), $\text{x} = 504,912.13$ feet; $\text{y} = 448,269.38$ feet.

87 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 4.7 miles southeast along State Highway 196 from the post office at Lewiston, in the Crowley's Junction grade-school yard, 61.8 feet southwest of the northwest corner of the school building, 58.8 feet northwest of southwest corner of the school building, 108.6 feet south of a hydrant, 30 feet east of the center line of the road, and 10.5 feet southwest of the top of the southwest corner of a flagpole base. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "87" and set in the top of a concrete post projecting about 4 inches above ground. No elevation has been determined for this station.

Plane coordinates: (W), $\text{x} = 505,450.02$ feet; $\text{y} = 448,341.05$ feet.

Robinson=18 (Maine Geod.S.) (Androscoggin County, L.D. Stephenson, Jr., 1934).--About 4.5 miles southeast along State Highway 196 from the post office at Lewiston to Crowley's Junction, thence about 0.7 mile east, at the south summit of a steep-sided and wooded hill (Robinson Mountain), and in bedrock. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "18." No elevation has been determined for this station.

Plane coordinates: (W), $\text{x} = 509,175.25$ feet; $\text{y} = 449,902.0$ feet.

Cumberland County.

Line 1--Portland Loop.

This line follows a circuitous route in the vicinity of Portland.

135 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 1-1/8 miles northwest of the city hall at Portland, at the southwest corner of Forest Avenue and Dartmouth Street, on a 3-foot off-set from the property line of each street, and in the top of a city granite monument. Station is a cross mark in a copper bolt. Elevation: 33,115 feet.
Plane coordinates: (W), $\text{x} = 470,395.40$ feet; $\text{y} = 303,745.39$ feet.

136 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 1-1/4 miles northwest of the city hall at Portland, at the southwest corner of the intersection of Dering Avenue and Dartmouth Street, on a 3-foot off-set from the property line of each street, and in the top of a city granite monument. Station is a cross mark in a copper bolt. Elevation: 43,352 feet.
Plane coordinates: (W), $\text{x} = 469,420.19$ feet; $\text{y} = 302,844.73$ feet.

137 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 1-3/4 miles west of the city hall at Portland, 78.4 feet from the east corner of Congress and Edwards Streets, on the north side of Congress Street, on a 3-foot off-set from the property line of Congress Street, and in the top of a city granite monument. Station is a cross mark in a copper bolt. Elevation: 42,066 feet (Spur Line).
Plane coordinates: (W), $\text{x} = 466,591.04$ feet; $\text{y} = 300,622.37$ feet.

138 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 1-5/8 miles west of the city hall at Portland, 109.3 feet east of the east corner of Congress Street and Whitney Avenue, on the north side of Congress Street, on a 3-foot off-set from the property line of Congress Street, and in the top of a city granite monument. Station is a cross mark in a copper bolt. Elevation: 35,870 feet (Spur Line).
Plane coordinates: (W), $\text{x} = 467,154.61$ feet; $\text{y} = 300,403.25$ feet.

139 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 3/16 mile north of the city hall at Portland, at the northeast corner of Lancaster and Pearl Streets, on a 3-foot off-set from the property line of each street, and in the top of a city granite monument. Station is a point in a copper bolt. Elevation: 9,670 feet.
Plane coordinates: (W), $\text{x} = 475,440.18$ feet; $\text{y} = 302,112.92$ feet.

140 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 1/4 mile north of the city hall at Portland, at the northeast corner of Lancaster and Smith Streets, on a 3-foot off-set from the property line of each street, and in the top of a city granite monument. Station is a cross mark in a copper bolt. Elevation: 13,781 feet (Spur Line).
Plane coordinates: (W), $\text{x} = 476,451.89$ feet; $\text{y} = 302,994.16$ feet.

Line 2--Falmouth to West Falmouth.

This line follows State Highway 9 and the Grand Trunk Railway south from Falmouth, proceeds west to State Highway 100, and follows State Highway 100 north through West Falmouth to a point about 1-1/2 miles north of West Falmouth, and proceeds southwest (along a road?) about 1 mile.

4 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, 1935).--Station is the northwest corner of the top granite step of the front entrance of Falmouth Town Hall. Elevation: 123,848 feet.
No coordinates have been determined for this station.

129 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 1/2 mile south of Falmouth Corner, 7 feet east of the shoulder of Middle Road (State Highway 9) at the toe of the slope, and 631 feet south of the southeast corner of Falmouth High School. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "129" and set in the top of a concrete post. Elevation: 68,634 feet.
Plane coordinates: (W), $\text{x} = 479,043.39$ feet; $\text{y} = 324,318.48$ feet.

130 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 3/4 mile south of Falmouth Corner, 31 feet east of the center line of Middle Road (State Highway 9), on a knoll, and near the W.H. Whipple farm. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 53,047 feet.
Plane coordinates: (W), $\text{x} = 478,331.53$ feet; $\text{y} = 323,280.68$ feet.

11 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, 1935).--About 2 miles south of Pownal. Station is the top of the southeast corner of the concrete foundation of Grand Trunk Railway block signal 2930. Elevation: 44,085 feet.
No coordinates have been determined for this station.

143 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 0.5 miles north of Allen's Corner northwest of Portland, on the east side of Auburn Street, in the top of a city granite monument; on a 3-foot off-set from the east property line of Auburn Street, and 38 feet south of the south side of the Mrs. Chester Quinn residence. Station is a cross mark in a copper bolt. Elevation: 109,217 feet.
Plane coordinates: (W), $x = 467,243.63$ feet; $y = 318,249.91$ feet.

144 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 0.7 mile north of Allen's Corner northwest of Portland, on the east side of Auburn Street, on a 3-foot off-set from the east property line, 3 feet south of the south side of house no. 257, and in the top of a city granite monument. Station is a cross mark in a copper bolt. Elevation: 122,610 feet.
Plane coordinates: (W), $x = 467,086.71$ feet; $y = 319,188.92$ feet.

145 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--In West Pownal, 64 feet west of the center line of State Highway 100, 46 feet north of the old A. E. Co. transformer building, and in line with the west side. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 92,752 feet (Spur Line).
Plane coordinates: (W), $x = 464,966.46$ feet; $y = 332,953.27$ feet.

146 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1934).--About 0.5 miles north of West Pownal, 32 feet east of the center line of State Highway 100, and 69 feet northeast of the northeast side of the O'Brien garage. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 92,064 feet (Spur Line).
Plane coordinates: (W), $x = 464,811.05$ feet; $y = 335,711.51$ feet.

MOUNT INDEPENDENCE (U.S.C. & G.S., 1849; 1943) (Cumberland County, Maine Geod.S., 1934).--About 1-1/2 miles northwest of West Pownal, close to and east of the old road leading to Gray, on a high hill known locally by the name of "Blackstrap" (elongated in a north-south direction and with gentle slopes on all sides except the east), and on the highest part of the summit. Station is marked by a bronze station disk set in concrete in an 18-inch section of terra cotta pipe and centered over the original subsurface mark, an earthenware cone or cylinder. It is stamped "MOUNT INDEPENDENCE" and projects about 4 inches. Around the terra cotta pipe are successive layers of cement, stone and gravel, and the whole separated from the subsurface mark by a 2-inch layer of gravel. Two reference marks were established. Reference mark 1 is a bronze disk in a large boulder projecting about 8 inches, distant 37.07 meters (121.8 feet) in azimuth 152°52'. Reference mark 2 is a bronze disk in a boulder in line with an old stone fence, and is 13.77 meters (45.2 feet) distant in azimuth 263°07'. Reference marks are stamped "MOUNT INDEPENDENCE 1943". The nearest leg of a steel fire tower of the Maine Forestry Service is 28.1 meters (92 feet) distant in azimuth 19°21'. To reach from Portland, follow State Route 100 north to North Deering; turn left on State Highway 100 for 0.05 mile to forks; take left fork for 1.2 miles to forks; keep right fork for 1.3 miles to crossroads; keep straight ahead for 0.5 mile to forks; take right fork for 1.8 miles to a dim road right, south; turn right, south, into woods and follow dim road for 0.2 mile to top of hill and station. No elevation has been determined for this station.
U.S.C. & G.S. plane coordinates: (W), $x = 459,325.01$ feet; $y = 337,500.68$ feet.

Line 3--Portland to 2.6 Miles East of Brunswick.

This line follows U.S. Highway 1 and the Maine Central Railroad from Portland through Yarmouth, Freeport, and Brunswick to a point 2.6 miles east of Brunswick.

131 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--In Portland, at the northwest corner of Washington Avenue and Veranda Street, on a 3-foot off-set from side line of each street, and in the center of a city cut-granite street monument. Station is a copper bolt. Elevation: 37,599 feet.
Plane coordinates: (W), $x = 475,805.78$ feet; $y = 308,714.36$ feet.

132 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--In Portland, at the southwest corner of Veranda and Dalton Streets, on a 3-foot off-set from the side line of each street, and in the center of a city cut-granite street monument. Station is a copper bolt. Elevation: 26,859 feet.
Plane coordinates: (W), $x = 476,327.28$ feet; $y = 309,467.58$ feet.

133 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 0.63 mile northeast of the center of the drawbridge over Presumpscot River north of Portland, 28 feet west of the center line of U.S. Highway 1, and 34 feet southwest of the center line of Phillips Road. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "133" and set in the top of a concrete post. Elevation: 27,569 feet.
Plane coordinates: (W), $x = 480,192.97$ feet; $y = 315,455.22$ feet.

134 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 0.78 mile northeast of the center of the drawbridge over Presumpscot River north of Portland, 28 feet west of the center line of U.S. Highway 1, and 46.5 feet southwest of the center line of Hammond Road. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "134" and set in the top of a concrete post. Elevation: 28,324 feet.
Plane coordinates: (W), $x = 480,483.71$ feet; $y = 316,191.71$ feet.

GOLF (U.S.C. & G.S., 1933; 1941) (Cumberland County, Maine Geod. S., 1935).--About 2 miles southwest of Pownal Forestside, on the Portland Country Club golf course, 9.5 meters east of the east edge of fairway 13, about 175 yards north of the tee, and 8 meters southeast of a 4-inch triple oak tree. Station mark is a bronze disk set in concrete and flush with the ground. Reference marks 1 and 2 are bronze reference disks set in outcropping bedrock. Reference mark 1 is 18.4 meters east of the east edge of the fairway, about 200 yards north of the tee, 7.5 meters southwest of an 8-inch triple oak tree, and is 29.34 meters (96.3 feet) from the station in azimuth 213°56'. Reference mark 2 is 22 meters east of the east edge of the fairway, about 175 yards north of the tee, and 12.76 meters (41.9 feet) from the station in azimuth 230°00'. The weather vane of a monastery belfry is about 400 yards distant in azimuth 153°47'23". No elevation has been determined for this station.
U.S.C. & G.S. plane coordinates: (W), $x = 484,236.55$ feet; $y = 319,681.69$ feet.

108 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 2 miles southwest along U.S. Highway 1 from Pownal Forestside, about 1.7 miles north of the north end of Martin's Point Bridge, 18.1 feet east of the edge of the concrete highway, in line with the north side of the tower of the Church of St. Mary the Virgin, and 11.2 feet from the face of a stone wall. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 69,066 feet.
Plane coordinates: (W), $x = 483,447.35$ feet; $y = 320,999.27$ feet.

109 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 1.7 miles southwest along U.S. Highway 1 from Pownal Forestside, 25.4 feet east of the edge of the concrete highway, 3.7 feet from the face of a stone wall, and 15 feet south of pole 153. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 63,005 feet.
Plane coordinates: (W), $x = 483,880.92$ feet; $y = 322,407.85$ feet.

110 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--At Pownal Forestside, opposite the Underwood Motor Camps, 24.2 feet west of the edge of the concrete pavement of U.S. Highway 1, and about on line between the properties of Mrs. Jennie Morse and J.G. Spofford. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 117,958 feet.
Plane coordinates: (W), $x = 489,437.88$ feet; $y = 329,546.81$ feet.

111 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--At Pownal Forestside, opposite the Forestside Methodist Episcopal Church, 15.7 feet east of the edge of the concrete pavement of U.S. Highway 1, 4.3 feet from the face of a stone wall, about 4 feet north of the line between Pownal and Cumberland townships, and 5.1 feet from the town-line post. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 124,801 feet.
Plane coordinates: (W), $x = 490,206.53$ feet; $y = 330,677.07$ feet.

Cumberland-B (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 1 mile south of Cumberland, 39 feet west of the center line of U.S. Highway 1, about 300 feet north of the north end of the S.S. Lowe house, and on top of a ledge outcrop. Station is a chiseled square. Elevation: 110,436 feet (Spur Line).

No coordinates have been determined for this station.

112 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--At Cumberland, 27.3 feet west of the center line of U.S. Highway 1, 73 feet south of the center line of Tuttle Road, 4.5 feet east of the face of a property-line stone wall, and about 6 feet higher than the highway. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post projecting about 6 inches above ground. Elevation: 132,835 feet.
Plane coordinates: (W), $x = 491,072.38$ feet; $y = 340,718.44$ feet.

113 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--At Cumberland, 31.8 feet west of the center line of U.S. Highway 1, 73.1 feet south of the northeast corner of the W.P. Russell barn, and 9.8 feet east of the side of the barn. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 83,131 feet.
Plane coordinates: (W), $x = 492,199.82$ feet; $y = 341,833.32$ feet.

THOMAS (U.S.C. & G.S., 1933; 1943) (Cumberland County, Maine Geod. S., 1935).--On the highest part of York Hill near the Cumberland-Yarmouth township line, on the N.W. Thomas property, about 1,000 feet northwest of U.S. Highway 1, about 650 feet east of the Thomas house, and 45.8 feet east of the east corner of the porch of a small summer house. Station and reference marks are bronze disks in outcropping bedrock. Reference mark 1 is near the brow of the hill, on a large ledge, near a distinct vein of quartz in the rock, and 17,835 meters (58,51 feet) distant from the station in azimuth 299°10'. Reference mark 2 is on the same ledge as the station, 38.2 feet east of the east corner of the porch, and 3,766 meters (12,36 feet) distant from the station in azimuth 17°30'. It is the old reference mark for YORK 1852 (U.S.C. & G.S.). No elevation has been determined for this station.
U.S.C. & G.S. plane coordinates: (W), $x = 494,951.00$ feet; $y = 344,507.73$ feet.

114 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 1.5 miles south along U.S. Highway 1 from the junction of State Highway 115 at Yarmouth, 25 feet east of the center line of the highway, 215 feet north of the Cumberland-Yarmouth township-line post, about 105 feet from the center of a concrete box culvert under highway, about 80 feet north of the center line of the south entrance to Ayers Market, and about 3.5 feet lower than the highway. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 102,448 feet.

Plane coordinates: (W), $x = 495,865.28$ feet; $y = 344,571.62$ feet.

115 RESET (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--At Yarmouth, in the triangle at the junction of U.S. Highway 1 and State Highway 115, 54 feet north of the center line of highway 1, 19 feet east of the center line of highway 115, 94.5 feet southwest of the northwest corner of the Maxim & Hersey service station, and 59.6 feet northeast of the northeast corner of the Casco Bay Tea Room. Station is a U.S.C.& G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 16,980 feet (Spur Line).

Plane coordinates: (W), $x = 496,581.37$ feet; $y = 351,231.91$ feet.

Yarmouth-0 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1934).--At Yarmouth, on U.S. Highway 1, and on top of the southwest end of the southeast balustrade of the concrete bridge over Royal River. Station is a chiseled square. Elevation: 21,319 feet.

No coordinates have been determined for this station.

116 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--At Yarmouth, 26.8 feet east of the center line of U.S. Highway 1, 49.2 feet from the northeast corner of Royal River Inn, and 11.7 feet from pole 340. Station is a U.S.C.& G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 67,397 feet (Spur Line).

Plane coordinates: (W), $x = 497,315.79$ feet; $y = 352,238.07$ feet.

117 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 1.7 miles northeast along U.S. Highway 1 from Royal River Inn at Yarmouth, 30.7 feet east of the center line of the highway, 809 feet north of the north end of the bridge over East Branch Cousins River, and 8.2 feet from pole 175. Station is a U.S.C.& G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 35,281 feet.

Plane coordinates: (W), $x = 504,110.03$ feet; $y = 357,303.35$ feet.

118 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 1.9 miles northeast along U.S. Highway 1 from Royal River Inn at Yarmouth, 30.3 feet west of the center line of the highway, 270 feet north of the intersection of the South Freeport road, and 170 feet north of the north end of the head wall of a culvert. Station is a U.S.C.& G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 91,193 feet (Spur Line).

Plane coordinates: (W), $x = 505,096.29$ feet; $y = 359,239.20$ feet.

X=504,932,37 y=353,272,56
119 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 1.4 miles southwest of Freeport, 15.8 feet east of the center line of U.S. Highway 1, 294 feet south of a concrete culvert, and 23.2 feet from pole 5/74. Station is a U.S.C.& G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 152,427 feet (Spur Line).

Plane coordinates: (W), $x = 511,581.73$ feet; $y = 368,730.00$ feet.

120 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 1.1 miles southwest of Freeport, 16.3 feet east of the center line of U.S. Highway 1, and 47 feet north of intersection of road leading to the Desert of Maine. Station is a U.S.C.& G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 159,304 feet (Spur Line).

Plane coordinates: (W), $x = 512,764.65$ feet; $y = 368,055.55$ feet.

121 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--At Freeport, 17.1 feet east of the east rail of the north-bound track of the Maine Central Railroad, 110 feet north of the center line of West Street, and 114 feet south of a culvert. Station is a U.S.C.& G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 134,928 feet.

Plane coordinates: (W), $x = 515,244.49$ feet; $y = 371,916.55$ feet.

122 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--At Freeport, 10.2 feet east of the east rail of the north-bound track of the Maine Central Railroad, and 32.5 feet south of the line of the south end of the passenger station. Station is a U.S.C.& G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 128,766 feet.

Plane coordinates: (W), $x = 517,046.24$ feet; $y = 372,651.55$ feet.

123 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 1.95 miles northeast along U.S. Highway 1 from the Maine Central Railroad station at Freeport, 29.7 feet east of the center line of the highway, opposite the W.H. Ward residence, and 86 feet south of the intersection of Pleasant Hill Road. Station is a U.S.C.& G.S. and State Survey standard disk set in the top of a concrete post. No elevation has been determined for this station.

Plane coordinates: (W), $x = 522,205.41$ feet; $y = 381,469.41$ feet.

124 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 2.2 miles northeast along U.S. Highway 1 from the Maine Central Railroad station at Freeport, 31 feet west of the center line of the highway, and 253 feet from a concrete culvert. Station is a U.S.C.& G.S. and State Survey standard disk set in the top of a concrete post. No elevation has been determined for this station.

Plane coordinates: (W), $x = 522,650.66$ feet; $y = 382,733.04$ feet.

125 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 3.25 miles northeast along U.S. Highway 1 from the Maine Central Railroad station at Freeport, 956 feet south of a Brunswick-Freeport town-line post, about 500 feet south of the Glenn Haven tourist house, at the forks of a small side road leading southwest, 26 feet from the center line of the road, and 12.9 feet west of the west edge of the concrete pavement. Sta-

tion is a U.S.C.& G.S. and State Survey standard disk set in the top of a concrete post. No elevation has been determined for this station.

Plane coordinates: (W), $x = 526,004.86$ feet; $y = 387,785.86$ feet.

126 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 3.6 miles northeast along U.S. Highway 1 from the Maine Central Railroad station at Freeport, 31.3 feet northeast of the edge of the concrete pavement, 277 feet northeast of a Brunswick-Freeport township-line post, 90 feet northeast of the northeast corner of the Elmhurst Farmhouse, and 19.4 feet southeast of a 36-inch Balm of Gilead tree. Station is a U.S.C.& G.S. and State Survey standard disk set in the top of a concrete post. No elevation has been determined for this station.

Plane coordinates: (W), $x = 526,389.50$ feet; $y = 388,550.93$ feet.

127 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 3.4 miles west along U.S. Highway 1 from the Maine Central Railroad station at Brunswick, 25.3 feet southeast of the northwest rail of the Maine Central Railroad track, about 1,110 feet northeast of block signal L 255, about 1,045 feet west of milepost V 225 - P 26, and 441 feet southwest of block signal L 258. Station is a U.S.C.& G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 144,199 feet (Spur Line).

Plane coordinates: (W), $x = 535,408.74$ feet; $y = 392,071.82$ feet.

128 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 3.1 miles west along U.S. Highway 1 from the Maine Central Railroad station at Brunswick, 157 feet south of the southeast edge of the concrete pavement, near the edge of an old borrow pit, 35.9 feet north of the north rail of the Maine Central Railroad track, 1,534 feet west of block signal L 265, about 350 feet east of milepost V 225 - P 26, and 137 feet west of a 20-inch spruce tree. Station is a U.S.C.& G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 146,243 feet (Spur Line).

Plane coordinates: (W), $x = 536,752.35$ feet; $y = 392,471.75$ feet.

103 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--At Brunswick, about 1,400 feet south along Main Street from the town hall, about 500 feet east of the Maine Central Railroad station, at south end of a public park and playground, 14 feet north of north rail of railroad, 50.3 feet north of the northwest corner of the gate tender's house, 22.1 feet northeast of the intersection of the east rail of the Androscoggin & Kennebec Railroad and the north rail of the Androscoggin & Kennebec Railroad, and 18.9 feet east of the east rail of the Androscoggin & Kennebec Railroad. Station is a U.S.C.& G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 66,313 feet.

Plane coordinates: (W), $x = 533,456.19$ feet; $y = 393,190.91$ feet.

102 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--At Brunswick, about 500 feet south of the town hall, at the north end of a public park and playground in the center of Main Street, about 98 feet west of house no. 153, and 23 feet east of the east rail of the Androscoggin & Kennebec Railroad track. Station is a U.S.C.& G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 65,359 feet.

Plane coords: (W), $x = 533,131.80$ feet; $y = 394,033.13$ feet.

104 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 2.4 miles east along the Maine Central Railroad from the station at Brunswick, 955 feet west of the crossing of U.S. Highway 1, about 238 feet east of a block signal, 51 feet northeast of a whistle post, 13 feet south of a woven-wire fence parallel to the track, and about 12 feet north of the north rail. Station is a U.S.C.& G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 51,960 feet.

Plane coords: (W), $x = 555,320.29$ feet; $y = 391,694.58$ feet.

105 (Maine Geod.S.) (Cumberland County, L.D. Stephenson, Jr., 1935).--About 2.6 miles east along the Maine Central Railroad from the station at Brunswick, about 220 feet east of the crossing of U.S. Highway 1, about 89 feet from the north rail of the Androscoggin & Kennebec Railroad, about 78 feet west of milepost R 54-P 32, and about 24 feet from the south rail of the Maine Central Railroad. Station is a U.S.C.& G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 51,493 feet.

Plane coords: (W), $x = 566,169.20$ feet; $y = 391,904.02$ feet.

Kennebec County

Line 1-3 Miles South of Gardiner to 3 Miles North of Augusta.

This line follows U.S. Highway 201 north from a point 3 miles south of Gardiner through Gardiner and Hallowell to Augusta, and State Highway 11 north about 3 miles.

RV 11B (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 3 miles south along U.S. Highway 201 from Gardiner, 40 feet east of the highway, opposite a Cities Service station, 40 feet from pole 62-118, and in a ledge. Station is a Monel-metal rivet. Elevation: 294,911 feet (Spur Line).

No coordinates have been determined for this station.

Hysom-1 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 2.6 miles southwest along U.S. Highway 201 from the post office at Gardiner, about 800 feet southeast of the highway, on the north brow of a 378-foot hill, about 100 feet southeast of a northeast-southwest stone wall, about 70 feet northeast of a north-west-southeast stone wall, and in an outcropping ledge. Station and reference marks are U.S.C.& G.S. and State Survey standard disks. Station mark is stamped "1.". Reference mark 1,

stamped "1-1", is in bedrock, 28.6 feet northwest of the station. Reference mark 2, stamped "1-2", is in bedrock, 56.3 feet northeast of the station. No elevation has been determined for this station.

Plane coordinates: (W), $x = 596,084.82$ feet; $y = 496,818.07$ feet.

20=42 (Maine Geod.S.)(Kennebec County,L.D.Stephenson,Jr.,1934).--About 1.3 miles south along U.S. Highway 201 from the post office at Gardiner. No further information available. Elevation: 289.36 feet.

Plane coordinates: (W), $x = 599,657.61$ feet; $y = 502,411.22$ feet.

41=Rook (Maine Geod.S.)(Kennebec County,L.D.Stephenson,Jr.,1934).--About 1.3 miles south along U.S. Highway 201 from the post office at Gardiner, about 200 feet east of the highway, opposite pole 48, in a pasture field, and in a ledge projecting about 4 feet above ground. Station is a U.S.C.& G.S. and State Survey standard disk, stamped "41." Elevation: 228.588 feet (Spur Line).

Plane coordinates: (W), $x = 599,678.3$ feet; $y = 502,429.8$ feet (No-check position).

40=Standpipe (Maine Geod.S.)(Kennebec County,L.D.Stephenson,Jr.,1934).--About 1.2 miles south along U.S. Highway 201 from the post office at Gardiner, on Iron Hill, 35 feet south of Gardiner Standpipe, 60 feet east of the highway, and set in bedrock about 1 foot below ground. Station is a U.S.C.& G.S. and State Survey standard disk, stamped "40." Elevation: 314.127 feet (Spur Line).

Plane coordinates: (W), $x = 599,949.08$ feet; $y = 502,953.46$ feet.

28 (Maine Geod.S.)(Kennebec County,L.D.Stephenson,Jr.,1934).--At Gardiner, in the public park at the corner of School Street and Lincoln Avenue, 70.9 feet from the north corner of a Catholic rectory, 76.5 feet from the south corner, 43.2 feet from the east gatepost at the southwest park entrance, and 2.9 feet east of the fence. Station is a U.S.C.& G.S. and State Survey standard disk, stamped "28" and set in the top of a concrete post. Elevation: 121.560 feet (Spur Line).

Plane coordinates: (W), $x = 602,430.61$ feet; $y = 507,961.71$ feet.

27 (Maine Geod.S.)(U.S.C.&G.S.,1935)(Kennebec County,L.D. Stephenson,Jr.,1934).--At Gardiner, in the public park at the corner of Brunswick Street and Dresden Avenue, 87.6 feet from the northwest corner of Christ Church, 92.3 feet from the southwest corner, 8.7 feet from the north gatepost at a park entrance, and 9.8 feet from the south gatepost. Station is a U.S.C.& G.S. and State Survey standard disk, stamped "27" and set in the top of a concrete post. U.S.C.& G.S. elevation: 121.804 feet.

Plane coordinates: (W), $x = 602,556.56$ feet; $y = 508,381.35$ feet.

26 (Maine Geod.S.)(Kennebec County,L.D.Stephenson,Jr.,1934).--About 1-1/2 miles north of Gardiner, between the Maine Central Railroad tracks and U.S. Highway 201, 152 feet north of the center of a stone box culvert, 9.5 feet north of the northeast anchor bolt in the base of semaphore L 570, and 5.1 feet from the west rail of the west-bound track. Station is a U.S.C.& G.S. and State Survey standard disk, stamped "26" and set in the top of a concrete post. Elevation: 20.519 feet (Spur Line).

Plane coordinates: (W), $x = 603,636.86$ feet; $y = 515,360.48$ feet.

26 (Maine Geod.S.)(Kennebec County,L.D.Stephenson,Jr.,1934).--About 1-1/2 miles north of Gardiner, between the Maine Central Railroad tracks and U.S. Highway 201, 604 feet south of semaphore L 575, 36.0 feet from a concrete monument in the center line of the west-bound track, 20.5 feet west of the west rail, and 20.4 feet north of the northwest corner of the west head wall of a 2- by 3-foot stone box culvert. Station is a U.S.C.& G.S. and State Survey standard disk, stamped "25" and set in the top of a concrete post. Elevation: 30.034 feet (Spur Line).

Plane coordinates: (W), $x = 603,301.30$ feet; $y = 516,822.70$ feet.

24 (Maine Geod.S.)(U.S.C.&G.S.,1935)(Kennebec County,L.D. Stephenson,Jr.,1935).--At Hallowell, 17.6 feet from the southwest corner of the Fire Department building, 23 feet east of the center line of Second Street, 23 feet from the southwest corner of the Colonial apartment house at no. 140 Second Street, and on the north building line. Station is a U.S.C.& G.S. and State Survey standard disk, stamped "NO 24" and set in the top of a concrete post about flush with the ground. U.S.C.& G.S. elevation: 37.726 feet.

Plane coordinates: (W), $x = 598,097.34$ feet; $y = 529,291.61$ feet.

23 (Mains Geod.S.)(U.S.C.&G.S.,1935)(Kennebec County,L.D. Stephenson,Jr.,1935).--At Hallowell, at the intersection of Winthrop and Second Streets, 76.8 feet from the southeast corner of the post office, and 16.7 feet from the southwest corner of the town hall. Station is a U.S.C.& G.S. and State Survey standard disk, stamped "NO 23" and set in the top of a concrete post about flush with the ground. U.S.C.& G.S. elevation: 42.148 feet.

Plane coordinates: (W), $x = 598,327.47$ feet; $y = 530,095.07$ feet.

21 (Mains Geod.S.)(U.S.C.&G.S.,1935)(Kennebec County,L.D. Stephenson,Jr.,1935).--At Augusta, at the intersection of Grove and State Streets, at the west corner of the city park, 1.3 feet east of curb of State Street, and 87.7 feet from the southeast corner of house no. 156. Station is a U.S.C.& G.S. and State Survey standard disk, stamped "NO 21" and set in the top of a concrete post about flush with the ground. U.S.C.& G.S. elevation: 124.025 feet.

Plane coordinates: (W), $x = 601,259.8$ feet; $y = 538,777.0$ feet (No-check position).

22 (Mains Geod.S.)(U.S.C.&G.S.,1935)(Kennebec County,L.D. Stephenson,Jr.,1935).--At Augusta, about 92 feet north of the north side of the east gate of the east stone wall of the State Capitol, 1.9 feet east of the wall, 34 feet west of the center

line of State Street, and 2 feet west of the sidewalk. Station is a U.S.C.& G.S. and State Survey standard disk, stamped "NO 22" and set in the top of a concrete post projecting about 6 inches above ground. U.S.C.& G.S. elevation: 127.542 feet.

Plane coordinates: (W), $x = 600,865.32$ feet; $y = 537,483.07$ feet.

20 (Maine Geod.S.)(U.S.C.&G.S.,1935)(Kennebec County,L.D. Stephenson,Jr.,1934).--About 1.0 miles northwest along State Highway 100 from the State Capitol at Augusta, thence about 0.3 mile north to the Augusta airport, 54.3 feet east of the northeast corner of the ordnance building, and 28 feet west of the center line of an improved road leading to the Blaine memorial. Station is a U.S.C.& G.S. and State Survey standard disk, stamped "NO 20" and set in the top of a concrete post. U.S.C.& G.S. elevation: 361.551 feet. Plane coordinates: (W), $x = 598,415.44$ feet; $y = 541,052.48$ feet.

BURNT HILL (U.S.C.&G.S.,1868;1942)(Kennebec County,Maine Geod.S.,1935).--About 0.4 mile west along Winthrop Avenue from the corner of State Street at Augusta, thence north along Granite Street to its end, about 1/4 mile north of a large cemetery on a ridge about 1 mile west of Kennebec River, about 30 paces west of an old quarry, on the top of a flat-top hill, and near the remains of an observatory destroyed by fire. Several iron pipes (part of a fence) are still standing, and there are also several iron ringbolts near the station. Two of these ringbolts 2 feet 5 inches high are east of the station at distances of 8.05 meters (26.41 feet) and 4.69 meters (15.39 feet), respectively. Station is a copper bolt set in rock. Reference mark is a bronze reference disk in a drill hole in a boulder and is 0.183 meter (0.5 foot) north of the station. It is stamped "1869-1913." Elevation: 390.654 feet. 119,070. U.S.C.& G.S. plane coordinates: (W), $x = 599,721.48$ feet; $y = 542,313.69$ feet.

SAND HILL=19 (Maine Geod.S.)(Kennebec County,L.D. Stephenson, Jr.,1935).--About 2-3/4 miles north along State Highway 11 from Augusta, about 500 feet west of the highway, in an open field, and in a ledge. Station is a U.S.C.& G.S. and State Survey standard disk. No elevation has been determined for this station. Plane coordinates: (W), $x = 598,986.07$ feet; $y = 554,946.88$ feet.

Line 2--Gardiner to the Vicinity of South Monmouth.

This line follows State Highway 126 southwest from Gardiner through South Litchfield to the county line in the vicinity of South Monmouth.

Moore's=30 (Maine Geod.S.)(Kennebec County,L.D. Stephenson, Jr.,1934).--About 2.6 miles southwest along State Highway 126 from the post office at Gardiner, on the north side of the highway, on the summit of a small prominent steep-sided hill close to the highway, and in an exposed ledge. Station is a U.S.C.& G.S. and State Survey standard disk, stamped "30." Reference mark 1, a disk stamped "30-1", is in a ledge and is 7.7 feet west of the station. Reference mark 2, a disk stamped "30-2", is in a ledge and is 16.33 feet north of the station. Elevation: 284.890 feet (Spur Line).

Plane coordinates: (W), $x = 592,613.31$ feet; $y = 502,413.43$ feet.

31=Cemetery (Maine Geod.S.)(Kennebec County,L.D. Stephenson, Jr.,1934).--About 2.9 miles southwest along State Highway 126 from the post office at Gardiner, 60 feet south of the highway, 4 feet east of the east line of a cemetery, and near the Emily A. Merrill gravestone. Station is a U.S.C.& G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 188.829 feet.

No coordinates have been determined for this station.

RV 24 (Maine Geod.S.)(Kennebec County,L.D. Stephenson, Jr.,1934).--About 4.3 miles west along State Highway 126 from the post office at Gardiner, and in the north parapet of the east abutment of a bridge over Cold Stream. Station is a Monel-metal rivet. Elevation: 203.828 feet (Spur Line).

No coordinates have been determined for this station.

32=Swift (Maine Geod.S.)(Kennebec County,L.D. Stephenson, Jr.,1934).--About 5.0 miles west along State Highway 126 from the post office at Gardiner, 26 feet north of the center line of the highway, 37 feet west of the southwest corner of the John Swift house, and 24 feet southwest of an 18-inch lone pine tree. Station is a U.S.C.& G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 160.104 feet.

Plane coordinates: (W), $x = 580,176.30$ feet; $y = 500,294.47$ feet.

33=Berry (Maine Geod.S.)(Kennebec County,L.D. Stephenson, Jr.,1934).--About 4 miles northeast along State Highway 126 from the crossroads at South Litchfield, about 30 feet south of the center line of the highway, 96 feet northeast of the Eddie Berry house, and about 126 feet southwest of the Morse homestead. Station is a U.S.C.& G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 186.458 feet.

Plane coordinates: (W), $x = 578,209.79$ feet; $y = 499,900.73$ feet.

Tibbets=34 (Mains Geod.S.)(Kennebec County,L.D. Stephenson, Jr.,1934).--About 3-1/2 miles northeast along State Highway 126 from the crossroads at South Litchfield, about 0.2 miles east of Spear's Corners, north of the highway, on highest point of a gently sloping ledge knoll in an open field, and about 150 feet east of a stone wall. Station and reference marks are U.S.C.& G.S. and State Survey standard disks in outcropping bedrock. Reference mark 1, stamped "34-1", is 32.20 feet northwest of the station. Reference mark 2, stamped "34-2", is 36.35 feet southwest of the station. No elevation has been determined for this station.

Plane coordinates: (W), $x = 575,605.03$ feet; $y = 501,147.49$ feet.

Harpers=39 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 5 1/2 miles west along High Street Road from Gardiner, about 500 feet south of the road, on the Mrs. Martha Harper property, about 285 feet south of the range of the rear of the barn, 260 feet north of a stone wall from a point near a 10-inch pine tree, and 240 feet from another stone wall from a point near a 20-inch apple tree. Station and reference marks are U.S.C. & G.S. and State Survey standard disks set in the tops of concrete posts. Station disk is stamped "39." Reference mark 1, stamped "39-1", is 60.50 feet southeast of the station. Reference mark 2, stamped "39-2", is 50.47 feet southwest of the station. No elevation has been determined for this station.

Plane coordinates: (W), $x = 572,923.03$ feet; $y = 507,412.42$ feet.

RV 27 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 2 1/4 miles northeast along State Highway 126 from the crossroads at South Litchfield, and in the west wing wall of the north abutment of a concrete bridge over Cobbosseecontee Stream. Station is a Monel-metal rivet. Elevation: 141.272 feet (Spur Line).

No coordinates have been determined for this station.

35=Babcocks (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 2.0 miles northeast along State Highway 126 from the crossroads at South Litchfield, 24 feet north of the center line of the highway, 165 feet northwest of the northwest corner of the Babcock residence, and about 420 feet northeast of a windmill and well. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "35" and set in the top of a concrete post. Elevation: 154.946 feet.

Plane coordinates: (W), $x = 569,205.45$ feet; $y = 499,985.30$ feet.

36=Boulder (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 1 3/4 miles east along State Highway 126 from the crossroads at South Litchfield, 165 feet north of the center line of the highway, and in the top of a large boulder projecting about 8 feet above ground. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "36." Elevation: 170.969 feet (Spur Line).

Plane coordinates: (W), $x = 567,964.2$ feet; $y = 498,769.0$ feet (No-check position).

Dennis=3 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 0.9 miles east along State Highway 126 and the first fork right from the crossroads at South Litchfield, on the bare summit of Dennis Hill, about 600 feet north of the Leighton farmhouse, in an open field, and in a ledge. Station and reference marks are U.S.C. & G.S. and State Survey standard disks. Station mark is stamped "1-3" and is set in bedrock about 2 1/2 feet below ground. It is surmounted by a length of 10-inch sewer pipe with a removable concrete plug about 10 inches below ground. Reference mark 1 is in a boulder in a field separated from the station by a low stone fence, and is 293.7 feet from the station in azimuth 242°. Reference mark 2 is in a boulder, and is 314 feet from the station in azimuth 327°. No elevation has been determined for this station.

Plane coordinates: (W), $x = 564,259.89$ feet; $y = 494,840.86$ feet.

37=Batchelor's Tavern (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--At South Litchfield, 40 feet north of the center line of State Highway 126, about 120 feet from the southeast corner of the Baptist church, 92 feet from the northeast corner of Batchelor's Tavern, and 34 feet east of the center line of a road leading to Litchfield. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "37" and set in the top of a concrete post. Elevation: 286.626 feet.

Plane coordinates: (W), $x = 559,632.8$ feet; $y = 494,871.6$ feet (No-check position).

38=Atwood (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 1,800 feet north of the crossroads at South Litchfield, 80 feet west of the center line of a road leading to Litchfield, and on the summit of a flat-topped hill. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "38" and set in the top of a concrete post. Elevation: 351.495 feet (Spur Line).

Plane coordinates: (W), $x = 559,954.10$ feet; $y = 496,847.32$ feet.

46 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 1.5 miles west along State Highway 126 from the crossroads at South Litchfield, 24 feet south of the center line of the highway, 80 feet east of a bridge between Sand and Purgatory Ponds, and 45 feet west of a granite monument north of the highway and in front of Tacoma Lodge. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "1-46" and set in the top of a concrete post. Elevation: 179.299 feet (Spur Line).

Plane coordinates: (W), $x = 552,948.92$ feet; $y = 493,985.55$ feet.

47 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 1.6 miles west along State Highway 126 from the crossroads at South Litchfield, on a bridge between Sand and Purgatory Ponds, and in the north parapet of the east abutment. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "1-47." Elevation: 183.084 feet.

Plane coordinates: (W), $x = 552,801.3$ feet; $y = 494,480.9$ feet (No-check position).

RV 25 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 1.6 miles west along State Highway 126 from the crossroads at South Litchfield, in the north parapet of the west abutment of a bridge between Sand and Purgatory Ponds. Station is a Monel-metal rivet. Elevation: 183.398 feet.

No coordinates have been determined for this station.

54 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 1 3/4 miles west along State Highway 126 from the crossroads at South Litchfield, thence right along a country road west of Purgatory Pond about 1,500 feet (passing under a high-tension electric line), and thence west about 300 feet to a stone wall, and in line with the wall. Station is a U.S.C. & G.S. and State

Survey standard disk set in the top of a concrete post. Reference mark 1 is a nail in a 9-inch maple tree (east one of three within a radius of 100 feet), in azimuth 233°29'. Reference mark 2 is a nail in a 2-foot twin pine tree, in azimuth 118°33'. No elevation has been determined for this station.

Plane coordinates: (W), $x = 552,440.01$ feet; $y = 497,424.04$ feet.

Pease=4 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 1.5 miles southwest along the South Monmouth road from Litchfield, about 0.3 mile east of the extreme south end of Cobbosseecontee Lake, on the south side of a wooded hill adjoining the Cobbosseecontee Golf Course, and slightly below the summit. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "1-4" and set in the top of a concrete post. Reference mark 1 is a nail 24 inches above the ground in an 8-inch pine tree, and is 30.01 feet from the station in azimuth 165°. Reference mark 2 is a nail 24 inches above the ground in a 6-inch apple tree, and is 34.45 feet from the station in azimuth 30°. No elevation has been determined for this station.

Plane coordinates: (W), $x = 554,651.12$ feet; $y = 503,349.57$ feet.

48 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--In vicinity of South Monmouth, about 500 feet west of Doy's Corner, 27 feet north of the center line of State Highway 126, and opposite a small brick building (formerly a trolley-line substation). Station is a U.S.C. & G.S. and State Survey standard disk, stamped "1-48" and set in the top of a concrete post. Elevation: 215.428 feet.

Plane coordinates: (W), $x = 545,352.23$ feet; $y = 491,330.89$ feet.

55 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 1 3/4 miles southeast along a road from South Monmouth over a steep hill and across a small wooden bridge to four corners, thence south along a road to the first farmhouse with barn west of the road, and directly north of the northeast corner of the barn. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "1-55" and set in the top of a concrete post about 12 inches below ground. Reference mark 1 is at the north corner of a driveway, is a drill hole in a large boulder in a north-south stone fence, and is 79.52 feet west of the station. Reference mark 2 is at the northwest corner of the barn, and is 72.31 feet south of the station. No elevation has been determined for this station.

Plane coordinates: (W), $x = 550,477.35$ feet; $y = 484,541.01$ feet.

Danforth=5 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 2.2 miles southwest along State Highway 126 from the crossing of the county line at South Monmouth, thence about 1/4 mile south along a road to a junction, thence about 1 1/4 miles east and southeast along a road to a fork, and thence along the north fork up a steep hill to the second house (several barns attached to the west end), on the north top of Danforth Hill, about 100 feet northwest of road, in an open field, and about 35 feet northeast of the northeast corner of the house. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "1-5" and set in the top of a concrete post about 12 inches below ground. Reference mark 1 is a spike in the base of a large apple tree, and is 188.52 feet from the station in azimuth 255°19'. Reference mark 2 is a drill hole in a large boulder east of the road and is 135.52 feet from the station in azimuth 206°28'. Reference mark 3 is a drill hole in the northeast corner of the house foundation and is 35.52 feet from the station in azimuth 256°23'. No elevation has been determined for this station.

Plane coordinates: (W), $x = 540,982.50$ feet; $y = 482,551.07$ feet.

Line 3--2.5 Miles Northwest of Hallowell to 7 Miles Southwest of Winthrop.

This line proceeds north from a point 2.5 miles northwest of Hallowell to State Highway 100, and follows State Highway 100 southwest through Manchester and Winthrop to a point about 7 miles southwest of Winthrop.

Quarry=7 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 2.5 miles northwest along the Manchester road from the post office at Hallowell, about 1,200 feet south of the highway, on the summit of a gently sloping hill (abandoned quarries on 3 sides), and about 3 feet north of a large tree. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "7" and set in the top of a concrete post projecting about 12 inches above ground. No elevation has been determined for this station.

Plane coordinates: (W), $x = 587,814.68$ feet; $y = 537,161.19$ feet.

60 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 2.3 miles west of Augusta center, at the intersection of Winthrop Street and State Highway 100, in the east angle of the intersection, 103.6 feet from the east corner of a Shell service station, 77.6 feet from the northwest corner of the Macaulay Cafe, and 24 feet from the center line of Winthrop Street. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "60" and set in the top of a concrete post. Elevation: 293.963 feet (Spur Line).

Plane coordinates: (W), $x = 591,096.6$ feet; $y = 541,776.6$ feet (No-check position).

61 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 2.5 miles west of Augusta center, 23.7 feet south of the center line of State Highway 100, 116 feet from the north corner of the porch of the Shirley Shaw house, 92 feet from the southwest corner of the Merrill Lee house, and 49 feet from an ash tree. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "61" and set in the top of a concrete post. Elevation: 331.045 feet (Spur Line).

Plane coordinates: (W), $x = 589,648.05$ feet; $y = 542,042.01$ feet.

62 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 0.1 mile west of the center of Manchester, 355 feet west of the junction of State Highway 100 and the prolongation of the tangent of a road leading to Litchfield, and 30 feet south of the center line of State Highway 100. Station is a U.S.C. & G.S.

and State Survey standard disk, stamped "62" and set in the top of a concrete post. Elevation: 214.691 feet (Spur Line).

Plane coordinates: (W), $x = 579,353.07$ feet; $y = 545,534.82$ feet.

Wyman-29 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 1 mile north along State Highway 17 from Manchester, thence about 1/4 mile east of the highway, on Wyman hill, and 68 feet north of a sharp ledge outcropping (with drill-hole) in the top of the south slope of the hill. Reference mark is in a ledge, about 10 feet north of the highest point of the west extremity of the ridge, and is 39.2 feet northeast of the station. Station is a U.S.C. & G.S. and State Survey standard disk. Character of marks not described. No elevation has been determined for this station.

Plane coordinates: (W), $x = 579,138.74$ feet; $y = 548,931.72$ feet.

63 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 0.4 mile west of the center of Manchester, 25 feet north of the center line of State Highway 100, and 233 feet west of the west side of a fence around a transformer station. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "63" and set in the top of a concrete post. Elevation: 211.789 feet (Spur Line).

Plane coordinates: (W), $x = 577,827.86$ feet; $y = 543,381.39$ feet.

64 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 1.2 miles west along State Highway 100 from the center of Manchester, 37 feet north of the center line of the highway, on a hilltop, 368 feet west of the west side of the W.S. Wyman farmhouse, about 300 feet west of the west end of the Augusta Golf Club, and 30 feet south of the southwest corner of an old stone cellar wall. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "64" and set in the top of a concrete post. Elevation: 245.424 feet (Spur Line).

Plane coordinates: (W), $x = 573,889.8$ feet; $y = 543,654.0$ feet (No-check position).

65 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 1.7 miles west along State Highway 100 from the center of Manchester, on the south side of the highway, 200 feet from the shore of Cobbsescones Pond, 106 feet northwest of the northwest corner of the Armour brown-shingled bungalow, and 6 feet northwest of the tenth pine tree in an east-west row planted about 15 feet apart. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "65" and set in the top of a concrete post. Elevation: 176.818 feet (Spur Line).

Plane coordinates: (W), $x = 571,621.4$ feet; $y = 542,269.6$ feet (No-check position).

66 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 2.8 miles east along State Highway 100 from the post office at Winthrop, 30 feet north of the center line of the highway, 405.6 feet west of the west side of the Pierce farmhouse, and near the summit of a steep hill sloping west. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 323.158 feet (Spur Line).

Plane coordinates: (W), $x = 584,453.02$ feet; $y = 542,032.81$ feet.

67 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 2.6 miles east along State Highway 100 from the post office at Winthrop, 17 feet southwest of a road intersection, and 63 feet northwest of the center of a rock-maple tree with two main branches. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "67" and set in the top of a concrete post. Elevation: 261.717 feet (Spur Line).

Plane coordinates: (W), $x = 582,951.4$ feet; $y = 541,852.2$ feet (No-check position).

68 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 1.1 miles east along State Highway 100 from the post office at Winthrop, on the north side of the highway, 215 feet east of the center line of the G.L. Spear house, and 50 feet east of a cleared plot of ground. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "68" and set in the top of a concrete post. Elevation: 372.218 feet (Spur Line).

Plane coordinates: (W), $x = 586,206.89$ feet; $y = 538,480.27$ feet.

Peck (Maine Geod.S.) (Kennebec County, W.J. Turnbull, 1934).--About 1 mile east of Maine Central Railroad station at Winthrop, about 1,100 feet north of State Highway 100, on the Peck property, at the edge of an open field (fringed on the north by brush and hardwood), directly in back of the Peck buildings, about 300 feet east of a country road leading northeast from the highway at the top of a steep hill, 64.2 feet from flat boulder, 6.4 feet west of a line from the south point of a flat boulder to the center of Winthrop water tank, and in a ledge about 12 inches below ground. Station is a U.S.C. & G.S. and State Survey standard disk. No elevation has been determined for this station.

Plane coordinates: (W), $x = 554,911.80$ feet; $y = 538,681.37$ feet.

69 (Maine Geod.S.) (U.S.C. & G.S., 1935) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 0.8 mile east along State Highway 100 from the post office at Winthrop, 35 feet south of the center line of the highway, about 50 yards south of a large white farmhouse, in line with a large door of the barn and the center of the Winthrop standpipe, 79.5 feet from a well, 51.5 feet from an ash tree in a stone wall, and 10 feet southwest of a lone maple tree. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "NO 69" and set in the top of a concrete post. U.S.C. & G.S. elevation: 391.558 feet.

Plane coordinates: (W), $x = 566,160.20$ feet; $y = 537,663.80$ feet.

70 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--At Winthrop, on the Maine Central Railroad right-of-way, about 1,770 feet south of the south end of the passenger station, and 36.6 feet west of the west rail of the main-line track. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "70" and set in the top of a concrete post. Elevation: 218.921 feet (Spur Line).

Plane coordinates: (W), $x = 548,980.81$ feet; $y = 534,596.04$ feet.

71 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--At Winthrop, on the Maine Central Railroad right-of-way, 35.3 feet west of the west rail of the main-line track, and about 1,255 feet south of the south end of the passenger station. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "71" and set in the top of a concrete post. Elevation: 223.105 feet (Spur Line).

Plane coordinates: (W), $x = 549,118.1$ feet; $y = 535,092.6$ feet (No-check position).

72 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 2.0 miles southwest along State Highway 100 from the crossing of the Maine Central Railroad at Winthrop, 19 feet west of the center line of the highway, 3.6 feet south of the south line of the Mason Cobb house, 31.8 feet west of a concrete retaining wall, and 2.4 feet east of a stone wall. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "72" and set in the top of a concrete post. Elevation: 272.477 feet.

Plane coordinates: (W), $x = 542,634.53$ feet; $y = 530,795.39$ feet.

Pisgah (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 2.5 miles due west of Winthrop, on the summit of a high bare hill (Mt. Pisgah), and in the most southerly portion of an exposed ledge. Station is an iron pin (apparently the stem of a former disk). Reference mark 1 is a round-headed steel rivet in a bare ledge and is 7.17 feet south of the station. Reference mark 2 is an eyebolt in ledge and is 5.05 feet southwest of the station. Reference mark 3 is an eyebolt in a ledge and is 6.45 feet south (southeast?) of the station. No elevation has been determined for this station.

Plane coordinates: (W), $x = 537,232.71$ feet; $y = 536,816.03$ feet.

73 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 2.2 miles southwest along State Highway 100 from the crossing of the Maine Central Railroad at Winthrop, 34.3 feet east of the center line of the highway, 557 feet north of a road leading east, and 142 feet south of the north wall of the Peter Thannum beer garden. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "73" and set in the top of a concrete post. Elevation: 251.090 feet.

Plane coordinates: (W), $x = 542,433.8$ feet; $y = 530,156.3$ feet (No-check position).

74 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 3.2 miles southwest along State Highway 100 from the crossing of the Maine Central Railroad at Winthrop, 20.2 feet west of the center line of the highway pavement, 209.2 feet from the southwest corner of the J.A. Richardson barn, and 4.2 feet southwest of the fourth tree in a row of elms along the highway. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "74" and set in the top of a concrete post. Elevation: 266.165 feet.

Plane coordinates: (W), $x = 539,028.1$ feet; $y = 525,720.8$ feet (No-check position).

75 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 3.3 miles southwest along State Highway 100 from the crossing of the Maine Central Railroad at Winthrop, 27.8 feet northwest of the center line of the highway pavement, and about 1,462 feet northeast of a cross road leading from North Monmouth to Annabessacook railroad station. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "75" and set in the top of a concrete post. Elevation: 254.409 feet.

Plane coordinates: (W), $x = 538,625.80$ feet; $y = 525,279.64$ feet.

76 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 5.3 miles southwest along State Highway 100 from the crossing of the Maine Central Railroad at Winthrop, 585 feet north of the Monmouth Academy main building, 23 feet east of the center line of the highway pavement, and 36.2 feet north of the range of the south wall of the main portion of a house occupied by F.J. Washburn. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "76" and set in the top of a concrete post. Elevation: 422.818 feet (Spur Line).

Plane coordinates: (W), $x = 533,584.09$ feet; $y = 517,238.69$ feet.

77 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 5.4 miles southwest along State Highway 100 from the crossing of the Maine Central Railroad at Winthrop, 334 feet south of the intersection of a road leading to Monmouth, 21.5 feet west of the center line of the road, and 238 feet north of the north wall of the main brick building of Monmouth Academy. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "77" and set in the top of a concrete post. Elevation: 424.025 feet (Spur Line).

Plane coordinates: (W), $x = 533,652.6$ feet; $y = 516,793.1$ feet (No-check position).

78 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 6.8 miles southwest along State Highway 100 from the crossing of the Maine Central Railroad at Winthrop, at the summit of Norris Hill, 26.7 feet east of the center line of the highway pavement, and 10.7 feet southwest of the southwest wall of a barn with two cupolas. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "78" and set in the top of a concrete post. Elevation: 537,272 feet.

Plane coordinates: (W), $x = 527,539.06$ feet; $y = 512,894.99$ feet.

Norris-11 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 7 miles southwest along State Highway 100 from the crossing of the Maine Central Railroad at Winthrop, on Norris Hill, about 1,000 feet southwest of the summit, in open pasture, about 530 feet south of old barn, about 270 feet south of the southeast corner of a small cemetery, 113 feet east of a wire fence (east boundary of little-used road), and between two boulders. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "11" and set in the top of a concrete post. Reference mark 1 is an aluminum rivet in a boulder and is 49.4 feet north

of the station. Reference mark 2 is an aluminum rivet in a boulder and is 65.1 feet south of the station. No elevation has been determined for this station.

Plane coordinates: (W), $x = 527,869.69$ feet; $y = 511,956.51$ feet.

79 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 7.0 miles southwest along State Highway 100 from the crossing of the Maine Central Railroad at Winthrop, on the south slope of Norris Hill, 23 feet east of the center line of the highway pavement, and 31 feet south of a 15-inch maple tree beside the Highmoor Farm wire fence. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "79" and set in the top of a concrete post. Elevation: 486.090 feet.

Plane coordinates: (W), $x = 526,804.08$ feet; $y = 512,075.86$ feet.

Additional Stations in Kennebec County.

The following stations in Kennebec County, located by triangulation, do not lie along the routes of Lines 1, 2, or 3, above.

Shields=2 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 4.3 miles southwest along the Litchfield road, from the post office at Hallowell, about 600 feet southeast of the road, on the summit of the north knoll of a bare gently sloping hill, on the Shields property, and about 400 feet to the rear of some farm buildings. Station and reference marks are U.S.C. & G.S. and State Survey standard disks. Station mark is stamped "2" and is set in bedrock about 20 inches below ground. Reference mark 1, stamped "2-1", is in bedrock 171.5 feet southeast of the station. Reference mark 2, stamped "2-2", is in bedrock 270 feet southwest of the station. No elevation has been determined for this station.

Plane coordinates: (W), $x = 580,235.18$ feet; $y = 517,601.06$ feet.

Prescott=10 (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 1.5 miles due east of Monmouth, about 0.4 mile south of a road fork, on Prescott Hill, about 580 feet south of the southeast corner of a small cemetery, about 207 feet south of the north line of the foundation walls of a burned house, west of the road and within the right-of-way, and about 6 feet east of a stone wall. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "10" and set in the top of a concrete post. No elevation has been determined for this station.

Plane coordinates: (W), $x = 542,398.44$ feet; $y = 511,304.30$ feet.

Woolworth (Maine Geod.S.) (Kennebec County, L.D. Stephenson, Jr., 1934).--About 2-1/2 miles south from Winthrop along a county road nearly parallel to and about one-half mile east of the east shore of Annabassacook Lake, thence east about one-half mile to the summit and north end of a heavily wooded (except in the vicinity of the station) north-south ridge, and in a ledge outcrop. Station is a U.S.C. & G.S. and State Survey standard disk. Reference mark 1 is a cross in a rock and is 35.7 feet east-northeast of the station. Reference mark 2 is a cross in a rock and is 37.6 feet south-southwest of the station. No elevation has been determined for this station.

Plane coordinates: (W), $x = 556,352.99$ feet; $y = 523,309.05$ feet.

Knox County

Line 1--4 Miles West of Warren to 2 Miles North of Camden.

This line follows U.S. Highway 1 from the Knox-Lincoln county line through South Warren, Thomaston, Rockland, Rockport, and Camden to a point about 2 miles north of Camden.

184 (Maine Geod.S.) (Knox County, L.D. Stephenson, Jr., 1935).--About 3-1/4 miles west of Warren, 33 feet north of the center line of U.S. Highway 1, 12 feet north of a Knox-Lincoln county-line marker, 37 feet east of the center line of an old country road, 66.6 feet southwest of the southwest corner of a house, and opposite the end of a stone fence. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 238.926 feet.

Plane coordinates: (W), $x = 725,490.01$ feet; $y = 468,286.34$ feet; (E), $x = 237,780.76$ feet; $y = 103,863.87$ feet.

185 (Maine Geod.S.) (Knox County, L.D. Stephenson, Jr., 1935).--About 3.0 miles west of Warren, about 1/4 mile east of the Knox-Lincoln county line, 28 feet south of the center line of U.S. Highway 1, opposite the Isaac Mank residence, 122 feet northeast of the southeast corner of a garage, and 19 feet west of the center line of a private road. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post about flush with the ground. Elevation: 194.413 feet.

Plane coordinates: (W), $x = 726,803.55$ feet; $y = 468,622.24$ feet; (E), $x = 238,900.75$ feet; $y = 103,976.66$ feet.

186 (Maine Geod.S.) (Knox County, L.D. Stephenson, Jr., 1935).--About 1.0 mile southwest of Warren, 30.5 feet from the intersection of the center lines of U.S. Highway 1 and a road leading east, 9.5 feet north of the center line of the road, 5 feet south of power-transmission line pole 571, 179 feet north of the center of a concrete-covered well, 70 feet northwest of the northwest corner of a dwelling ("The Plymouth"), and 2 feet southeast of a 4-inch iron pipe set in concrete. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post about 4 inches under ground. Elevation: 191.870 feet.

Plane coordinates: (E), $x = 301,458.05$ feet; $y = 102,981.66$ feet.

187 (Maine Geod.S.) (Knox County, L.D. Stephenson, Jr., 1935).--About 1.1 miles southwest of Warren, 25 feet west of the center

line of U.S. Highway 1, 23 feet south of the center line of a driveway, 34.5 feet south of the center of the junction of the highway and driveway, 149 feet south of a culvert under the highway, and 85.5 feet northwest of the northwest corner of a Gulf service station. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post about flush with the ground. Elevation: 187.184 feet.

Plane coordinates: (E), $x = 301,645.00$ feet; $y = 102,473.83$ feet.

188 (Maine Geod.S.) (Knox County, L.D. Stephenson, Jr., 1935).--About 2 miles due south of Warren, 19.3 feet from the center line of U.S. Highway 1, 100 feet south of the summit of a hill, 126.0 feet north of a private road leading to the E.E. Cutting residence, 179 feet north of a 15-foot long pine tree south of the driveway, 128 feet northwest of the center of the junction of the highway and driveway, 71.8 feet northwest of the west tip of a ledge, and 43 feet northeast of a small clump of pines. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 137.443 feet (Spur Line).

Plane coordinates: (E), $x = 306,701.30$ feet; $y = 94,599.33$ feet.

189 (Maine Geod.S.) (Knox County, L.D. Stephenson, Jr., 1935).--About 2-1/4 miles south of Warren, 26.7 feet northeast of the northwest corner of the Lester French residence, 29 feet east of the center line of U.S. Highway 1, 73.8 feet northeast of the junction of a private driveway leading east, on the lawn of the first house north of the highway and east of a pine grove, 47 feet south of the north end of the head wall of a culvert, and 79.4 feet northeast of pole 70. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 99.187 feet (Spur Line).

Plane coordinates: (E), $x = 307,260.22$ feet; $y = 93,852.14$ feet.

14.245 (Maine Geod.S.) (Knox County, L.D. Stephenson, Jr., 1935).--About 2 miles west of Thomaston, on U.S. Highway 1, at the highway bridge over St. George River, and in the south end of the east back wall. Station is a rivet. Elevation: 14.244 feet (Spur Line).

No coordinates have been determined for this station.

190 (Maine Geod.S.) (U.S.C. & G.S., 1935) (Knox County, L.D. Stephenson, Jr., 1935).--At Thomaston, 32 feet south of the center line of U.S. Highway 1, 21.3 feet northeast of the northwest corner of the fence around the State Penitentiary grounds, 30 feet south of the center line of an iron fence, in line with trees at the northwest corner of the prison yard, and 6.2 feet south of the north edge of a concrete sidewalk. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "NO. 190" and set in the top of a concrete post projecting about 4 inches above ground. U.S.C. & G.S. elevation: 137.244 feet.

Plane coordinates: (E), $x = 317,629.02$ feet; $y = 89,758.68$ feet.

NOTE.--This station was searched for but not recovered in 1943. A new wing has been added to the prison and the mark possibly destroyed or covered.

191 (Maine Geod.S.) (Knox County, L.D. Stephenson, Jr., 1935).--At Thomaston, 23.4 feet south of the center line of U.S. Highway 1, at the east end of a park, 121.9 feet northeast of the northeast corner of the base of Soldiers Monument, 71.2 feet south east of the center of intersection of two sidewalks, 60.4 feet northwest of an 80-foot elm, and to the west of a driveway. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 122.824 feet (Spur Line).

Plane coordinates: (E), $x = 319,505.00$ feet; $y = 90,014.08$ feet.

T.B.M. 9 (Maine Geod.S.) (Knox County, L.D. Stephenson, Jr., 1935).--At Thomaston, on Main Street, and about 200 feet east of Maine Geodetic Survey station 191. Station is the top of the west bolt of a hydrant cap. Elevation: 128.874 feet.

No coordinates have been determined for this station.

T.B.M. 8 (Maine Geod.S.) (Knox County, L.D. Stephenson, Jr., 1935).--At Thomaston, and east of Erin Street. Station is the southwest corner of the west gas-pump block. Elevation: 110.110 feet.

No coordinates have been determined for this station.

192 (Maine Geod.S.) (Knox County, L.D. Stephenson, Jr., 1935).--At Thomaston, 14 feet east of the center line of Dwight Street, on the east side of a cemetery, 110 feet south-southwest of the center of intersection of Dwight Street and Fifth Avenue of the cemetery, 89 feet northeast of the northeast corner of the Elliot family tombstone, 59.5 feet north-northeast of a wire-and-stone-fence corner, 56.5 feet southeast of the southeast corner of the Grover family gravestone, and about 6 inches lower than the highway. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post about flush with the ground. Elevation: 124.015 feet (Spur Line).

Plane coordinates: (E), $x = 323,622.27$ feet; $y = 91,780.57$ feet.

193 (Maine Geod.S.) (Knox County, L.D. Stephenson, Jr., 1935).--About 1 mile east of Thomaston, about 0.8 mile east of the Lawrence Portland Cement Company plant, 22 feet southeast of the center line of U.S. Highway 1, 97 feet northwest of the west end of the company signboard, 99 feet west of the east end of a stone fence, 63 feet southwest of power-transmission line pole 261-78, 23 feet east of the center line of a deserted road leading to the cement plant, and about 1 foot lower than the highway. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post about flush with the ground. Elevation: 99.049 feet.

Plane coordinates: (E), $x = 327,593.90$ feet; $y = 93,476.87$ feet.

194 (Maine Geod.S.) (Knox County, L.D. Stephenson, Jr., 1935).--At Rockland, 19 feet west of the center line of Broadway, 187 feet south of the center line of Masonic Street, 89 feet south of the corner of the grass on the south side of a driveway, 112 feet south of the east end of a prominent white picket fence, and in the center of a brush patch. Station is a U.S.C. & G.S.

and State Survey standard disk set in the top of a concrete post. Elevation: 66.128 feet (Spur Line).

Plane coordinates: (E), $x = 337,549.40$ feet; $y = 98,857.67$ feet.

T.B.M. 4 (Maine Geod.S.)(Knox County,L.D.Stephenson,Jr.,1935).--At Rockland, opposite the intersection of Masonic Street and Broadway, 15 feet south of pole 27, and in the root of the first large elm tree north of a hydrant. Station is a spike. Elevation: 63.652 feet.

No coordinates have been determined for this station.

195 (Maine Geod.S.)(Knox County,L.D.Stephenson,Jr.,1935).--At Rockland, 40 feet south of the center line of Summer Street, 45 feet southwest of the center of the intersection of Broadway, 21 feet west of the center line of Broadway, 33 feet southeast of a "Stop" sign on the northeast corner of the intersection, 45 feet north of the east end of a walk at the end of some steps, and 58 feet south of the east end of a sidewalk at the end of steps. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post about flush with the ground. Elevation: 41.078 feet (Spur Line).

Plane coordinates: (E), $x = 337,759.09$ feet; $y = 100,566.23$ feet.

T.B.M. 3 (Maine Geod.S.)(Knox County,L.D.Stephenson,Jr.,1935).--At Rockland, at the intersection of Summer Street and Broadway, 10 feet west of Maine Geodetic Survey station 195, at the crook of a birch tree, and in the west side of the east trunk. Station is a spike. Elevation: 43.330 feet.

No coordinates have been determined for this station.

T.B.M. 1 (Maine Geod.S.)(Knox County,L.D.Stephenson,Jr.,1935).--At Rockland, north of intersection of Broadway and North Main Street, and 15 feet north of pole 27. Station is a spike in the root of an elm tree. Elevation: 85.516 feet.

No coordinates have been determined for this station.

T.B.M. 2 (Maine Geod.S.)(Knox County,L.D.Stephenson,Jr.,1935).--At Rockland, opposite the intersection of North Main and Maverick Streets, and in the root of a 4-foot elm tree. Station is a spike. Elevation: 124.839 feet (Spur Line).

No coordinates have been determined for this station.

196 (Maine Geod.S.)(Knox County,L.D.Stephenson,Jr.,1935).--At Rockland, 23 feet from the center of the intersection of North Main and Maverick Streets, 21 feet north of the center line of Maverick Street, 53 feet northwest of a fire hydrant, 184 feet southwest of a 30-foot pole with bird house, and 108 feet from the second northerly driveway from the south edge of the highway. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post about flush with the ground. Elevation: 126.210 feet (Spur Line).

Plane coordinates: (E), $x = 339,103.76$ feet; $y = 105,113.34$ feet.

197 (Maine Geod.S.)(Knox County,L.D.Stephenson,Jr.,1935).--About 1/2 mile north of Rockland, on the Rockland Country Club grounds, 87 feet northeast of green 6, on a west hill slope, in a rock outcrop, 75 feet northwest of a group of trees, and east of another sizeable rock outcrop. Station is a U.S.C. & G.S. and State Survey standard disk. Elevation: 134.933 feet (Spur Line).

Plane coordinates: (E), $x = 339,762.45$ feet; $y = 105,304.57$ feet.

BEAR HILL (U.S.C. & G.S.,1888;1945)(Knox County,Maine Geod. S.,1935).--About 2 miles north-northeast of Rockland, on the summit of Bear Hill, which rises abruptly from the east shore of Chittawaukie Pond, on the H.B. Richmond property, 50 feet east of the abrupt face of the hill, and 120 feet north of the tree line. To reach from Rockland, go north about 3 miles along U.S. Highway 1 from the center of town, turn left on South Street (gravel road) at sign "Bear Hill Summit", proceed 0.7 mile, take left fork, follow 0.2 mile to bar gate on left, follow wagon road up hill along side of pasture fence to woods, and continue along trail to summit. Station and reference marks are bronze disks in outcropping bedrock. Reference mark 1 is 95 feet east of a face of the hill, 130 feet north of the tree line, and 17.123 meters (56.18 feet) from the station in azimuth 251°44'. Reference mark 2 is 80 feet east of the face of the hill, and 16.148 meters (52.98 feet) from the station in azimuth 174°07'. Mt. Battle Memorial is in azimuth 198°49'52". The water tank of Samoset Hotel is in azimuth 329°45'14". No elevation has been determined for this station.

U.S.C. & G.S. plane coordinates: (E), $x = 340,696.33$ feet; $y = 113,874.82$ feet.

198 (Maine Geod.S.)(Knox County,L.D.Stephenson,Jr.,1935).--About 3.3 miles southwest of the post office at Rockport, 30 feet west of the center line of U.S. Highway 1, 388 feet southwest of the intersection of South Street, 302 feet northeast of the intersection of an old county road, 13.8 feet southwest of pole 284-111, 4 feet east of a stone wall, in a 6-foot square ledge outcrop, and about 7 feet higher than the ground. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "198." Elevation: 145.194 feet.

Plane coordinates: (E), $x = 345,159.81$ feet; $y = 113,330.04$ feet.

199 (Maine Geod.S.)(Knox County,L.D.Stephenson,Jr.,1935).--About 3.2 miles southwest of the post office at Rockport, 24 feet west of the center line of U.S. Highway 1, 31 feet north of the center line of South Street, opposite the Saunders cabin, and 4.2 feet east of pole 284-115. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "199" and set in the top of a concrete post projecting about 3 inches above ground. Elevation: 142.416 feet.

Plane coordinates: (E), $x = 345,244.45$ feet; $y = 113,728.08$ feet.

200 (Maine Geod.S.)(Knox County,L.D.Stephenson,Jr.,1935).--About 0.2 miles southwest of the post office at Rockport, 42 feet east of the center line of U.S. Highway 1, 310 feet northeast of the intersection of Pine Street, at the south end of some lime kilns, 73.6 feet southeast of a fire hydrant between poles 264-239 and 264-238, in a depression in an 8-foot ledge outcrop,

and about 2 feet lower than the highway. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "200." Elevation: 57.005 feet.

Plane coordinates: (E), $x = 348,974.67$ feet; $y = 128,802.67$ feet.

201 (Maine Geod.S.)(Knox County,L.D.Stephenson,Jr.,1935).--At Rockport, about 125 feet east of the center line of U.S. Highway 1, at Rockport Public Landing, 83 feet from the southwest corner of Union Hall, 49 feet from the southeast corner, 20 feet south of the center line of the Public Landing road, 111 feet north of the center of the grating of an abandoned lime kiln, and in a ledge outcrop adjacent to a larger (white) outcrop. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "201." Elevation: 46.059 feet.

Plane coordinates: (E), $x = 349,608.84$ feet; $y = 129,475.33$ feet.

202 (Maine Geod.S.)(Knox County,L.D.Stephenson,Jr.,1935).--At Camden, in a public park opposite the post office, 28.5 feet west of the west curb of Chestnut Street, 101.8 feet southwest of the northwest corner of the post office, 97 feet northwest of the southwest corner, and 1.8 feet south of the top one of a flight of granite steps. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "202" and set in the top of a concrete post about flush with the ground. Elevation: 45.806 feet.

Plane coordinates: (E), $x = 351,744.31$ feet; $y = 137,442.02$ feet.

203 (Maine Geod.S.)(Knox County,L.D.Stephenson,Jr.,1935).--At Camden, near the base of Soldiers Monument, at the intersection of High, Mountain, and Main Streets, 2.2 feet, 2.2 feet, and 7.8 feet, respectively, from the southwest, southeast, and northwest corners of the monument base, respectively, and 45.6 feet northwest of a fire hydrant on the south side of High Street. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "203" and set in the top of a concrete post about flush with the ground. Elevation: 65.717 feet (Spur Line).

Plane coordinates: (E), $x = 351,740.96$ feet; $y = 138,528.30$ feet.

237 (Maine Geod.S.)(Knox County,L.D.Stephenson,Jr.,1935).--About 1-1/2 miles north along U.S. Highway 1 from Monument Square in Camden, about 30 feet west of the center line of the highway, and about 15 feet south of a driveway. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post.

No elevation or coordinates have been determined for this station.

NOTE.--This station was searched for but not recovered in 1943.

238 (Maine Geod.S.)(Knox County,L.D.Stephenson,Jr.,1935).--About 1-1/2 miles north along U.S. Highway 1 from Monument Square in Camden, about 25 feet west of the center line of a side road, in a lawn, and about 10 feet north of the edge of a driveway. Station is a U.S.C. & G.S. and State Survey standard disk.

No elevation or coordinates have been determined for this station.

NOTE.--This station was searched for but not recovered in 1943.

Line 2--Rockport to Rockville.

This line follows roads west from Rockport to West Rockport and State Highway 17 southeast to Rockville.

204 (Maine Geod.S.)(Knox County,L.D.Stephenson,Jr.,1935).--About 1-1/2 miles west of the post office at Rockport, at Simonson Corners, 480 feet northeast of the intersection of Main and Meadow Streets, 18 feet southeast of the center line of Meadow Street, on the Ben Tellenbloom property, between poles 6-34 and 6-33, 129 feet southeast of center of grass-covered ledge in field, 141 feet southwest of large 50-foot white pine tree, in the top of a dark 4-foot square ledge outcrop, and slightly higher than the highway. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "204." Elevation: 130.688 feet.

Plane coordinates: (E), $x = 341,930.69$ feet; $y = 133,038.08$ feet.

205 (Maine Geod.S.)(Knox County,L.D.Stephenson,Jr.,1935).--About 1-1/2 miles west of the post office at Rockport, at Simonson Corners, 480 feet southwest of the intersection of Main and Meadow Streets, 23 feet west of the center line of Meadow Street, on the Chester Melvin property, about 250 feet east of a schoolhouse, 91.2 feet northwest of the southwest corner of the H.D. Gould square white house east of the highway, 75.4 feet northwest of the northwest corner, on an embankment, and about 4 feet higher than the highway. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "205" and set in the top of a concrete post about flush with the ground. Elevation: 119.523 feet.

Plane coordinates: (E), $x = 341,308.02$ feet; $y = 132,370.06$ feet.

206 (Maine Geod.S.)(U.S.C.&G.S.,1935)(Knox County,L.D. Stephenson,Jr.,1935).--At West Rockport, 301 feet southeast of the intersection of State Highways 137 and 17, 15 feet northeast of the center line of State Highway 17, in the top of the northeast corner of the east head wall of a concrete culvert over Rocky Pond Brook, 254 feet southeast of the post office, and slightly lower than the highway. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "206 FT." U.S.C. & G.S. elevation: 207.178 feet.

Plane coordinates: (E), $x = 333,377.35$ feet; $y = 127,421.06$ feet.

207 (Maine Geod.S.)(Knox County,L.D.Stephenson,Jr.,1935).--At West Rockport, 905 feet southeast of the intersection of State Highways 137 and 17, 76 feet southwest of the center line of State Highway 17, on the Arthur Clark property, in the southeast corner of a prominent 20- by 20-foot rock outcrop in a field, and about 4 feet higher than the ground. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "207." Elevation: 239.277 feet.

Plane coordinates: (E), $x = 333,666.21$ feet; $y = 126,891.10$ feet.

208 (Maine Geod.S.) (Knox County, L.D. Stephenson, Jr., 1935).--At Rockville, 22.5 feet west of the center line of State Highway 17, 1,555 feet northwest of the post office, 66.9 feet from the northeast corner of the Percy Fisk residence, 40.4 feet from the southeast corner, 53.5 feet north of pole 237-39 (also marked 237-40), 20.3 feet south of the center line of a private driveway, and in the corner of a field. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "208" and set in the top of a concrete post. Elevation: 259.252 feet.

Plane coordinates: (E), $x = 337,738.78$ feet; $y = 119,455.63$ feet.

209 (Maine Geod.S.) (Knox County, L.D. Stephenson, Jr., 1935).--At Rockville, on the Rockville Free Baptist Church property, 476 feet northwest of the post office, 20 feet east of the center line of State Highway 17, 210 feet west of the intersection of Rockville Street, 90 feet northwest of the southwest corner of a small house, 49 feet southwest of the northeast corner of the church, 46 feet west of the southwest corner, on the east side of a small ditch, and about 1 foot lower than the highway. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 221.738 feet.

Plane coordinates: (E), $x = 338,075.19$ feet; $y = 118,433.16$ feet.

Lincoln County

The stations in Lincoln County lie along U.S. Highway 1 from the Sagadahoc-Lincoln county line through Wiscasset, Newcastle, Damariscotta, Nobleboro, and Waldeboro to the Lincoln-Knox county line.

156 (Maine Geod.S.) (Lincoln County, L.D. Stephenson, Jr., 1935).--About 3.65 miles southwest along U.S. Highway 1 from the junction of Main and Fort Hill Streets at Wiscasset, about 0.28 mile northeast of the Woolwich-Wiscasset township line, about 0.2 mile southwest of Jeremy Squam Road, south of the highway, on the edge of an old macadam road, and 11 feet from the end of a guardrail. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 54.866 feet.

Plane coordinates: (W), $x = 617,890.52$ feet; $y = 414,074.82$ feet.

157 (Maine Geod.S.) (Lincoln County, L.D. Stephenson, Jr., 1935).--About 2.3 miles southwest along U.S. Highway 1 from the junction of Main and Fort Hill Streets at Wiscasset, and 23 feet south of the center line of the highway. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 124.289 feet (Spur Line).

Plane coordinates: (W), $x = 623,007.08$ feet; $y = 419,478.49$ feet.

158 (Maine Geod.S.) (Lincoln County, L.D. Stephenson, Jr., 1935).--About 2.1 miles southwest along U.S. Highway 1 from the junction of Main and Fort Hill Streets at Wiscasset, 26-1/2 feet north of the center line of the highway, and 73 feet south of the west side of the Colby service station at the top of a hill. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 185.381 feet.

Plane coordinates: (W), $x = 623,687.03$ feet; $y = 420,303.14$ feet.

159 (Maine Geod.S.) (Lincoln County, L.D. Stephenson, Jr., 1935).--At Wiscasset, at the junction of Main and Fort Hill Streets, 26 feet west of the center line of Main Street, and west of Fort Hill Street. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 51.469 feet.

Plane coordinates: (W), $x = 631,663.49$ feet; $y = 426,593.32$ feet.

160 (Maine Geod.S.) (Lincoln County, L.D. Stephenson, Jr., 1935).--At Wiscasset, near the end of the bridge over Sheepscot River, 20 feet west of the center line of U.S. Highway 1, about 211 feet southeast of the Wiscasset-Edgcomb township line, and set in the top of a concrete post. Station is a U.S.C. & G.S. and State Survey standard disk. Elevation: 25.607 feet.

Plane coordinates: (W), $x = 635,544.69$ feet; $y = 425,520.13$ feet.

COCHRAN (U.S.C. & G.S., 1934; 1942) (Lincoln County, Maine Geod.S., 1935).--About 2 miles east-northeast of Wiscasset, on a hill on the east side of Sheepscot River on the south end of the ridge which forms the highest part of the hill, on a bare ledge, and 21 feet northwest of a 6-inch triangular-blazed pine tree. To reach the station from the junction of U.S. Highway 1 and State Highway 27 east of Wiscasset, follow a gravel road north about 1/2 mile to the W.W. Cochran large barn on the left and walk northwest about 300 yards to the highest point in the Cochran sheep pasture. Station and reference marks are bronze disks in outcropping bedrock. Reference mark 1 is 18 feet north of the pine tree, on the bare ledge, and 6,328 meters (20,76 feet) east of the station. Reference mark 2 is 16 feet southwest of the pine tree, on the bare ledge, and 8,128 meters (26,57 feet) south of the station. Rocks used to weight down the signal will help identify location. No elevation has been determined for this station.

U.S.C. & G.S. plane coordinates: (W), $x = 641,338.51$ feet; $y = 429,774.14$ feet.

161 (Maine Geod.S.) (Lincoln County, L.D. Stephenson, Jr., 1935).--About 1.8 miles east along U.S. Highway 1 from the east end of the bridge over Sheepscot River at Wiscasset, 19.7 feet south of the center line of the highway, and about 172.5 feet east of the 1-1/2-story frame building of Mrs. Elizabeth Canfield north of the highway. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 87.690 feet.

Plane coordinates: (W), $x = 644,297.75$ feet; $y = 426,095.69$ feet.

162 (Maine Geod.S.) (Lincoln County, L.D. Stephenson, Jr., 1935).--About 2.1 miles east along U.S. Highway 1 from the east end of the bridge over Sheepscot River at Wiscasset, 33.3 feet south of the center line of the highway, on top of a bank, and 286 feet west of the center line of South Newcastle Methodist Church. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 117.827 feet.

Plane coordinates: (W), $x = 645,472.28$ feet; $y = 426,728.15$ feet.

163 (Maine Geod.S.) (Lincoln County, L.D. Stephenson, Jr., 1935).--About 3.3 miles southwest along U.S. Highway 1 from the bridge at Newcastle, about 3.7 miles east along the highway from the east end of the bridge over Sheepscot River at Wiscasset, about 0.4 mile west of the Edison schoolhouse, 36.6 feet south of the center line of the highway, on top of a bank, at the entrance to the farm buildings of Mrs. Carl Brant, and 183.7 feet east of the east side of the Brant service station. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 72.748 feet.

Plane coordinates: (W), $x = 652,323.10$ feet; $y = 430,590.86$ feet.

164 (Maine Geod.S.) (Lincoln County, L.D. Stephenson, Jr., 1934).--About 2.8 miles southwest along U.S. Highway 1 from the bridge at Newcastle, 26.5 feet south of the center line of the highway, on land adjoining the Minnie Munsey property, and 80.3 feet east of the east side of the Edison schoolhouse. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 78.117 feet.

Plane coordinates: (W), $x = 653,523.02$ feet; $y = 431,832.82$ feet.

168 (Maine Geod.S.) (Lincoln County, L.D. Stephenson, Jr., 1935).--About 1.3 miles southwest along U.S. Highway 1 from the bridge at Newcastle, 28 feet north of the center line of the highway, and 470 feet east of a culvert. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 90.340 feet.

Plane coordinates: (W), $x = 660,426.33$ feet; $y = 435,895.61$ feet.

169 (Maine Geod.S.) (Lincoln County, L.D. Stephenson, Jr., 1935).--About 1.0 mile southwest along U.S. Highway 1 from the bridge at Newcastle, 38 feet north of the center line of the highway, 71 feet west of a culvert, and in a prominent ledge. Station is a U.S.C. & G.S. and State Survey standard disk. Elevation: 73.390 feet.

Plane coordinates: (W), $x = 661,726.54$ feet; $y = 435,702.84$ feet.

T.B.M. 11 (Maine Geod.S.) (Lincoln County, L.D. Stephenson, Jr., 1935).--At Newcastle, at the junction of U.S. Highway 1, State Highway 215, and a town road, 1 foot east of a "Stop" sign, and near the Fred Harrington house. Station is a point on a rock. Elevation: 33.424 feet.

No coordinates have been determined for this station.

170 (Maine Geod.S.) (Lincoln County, L.D. Stephenson, Jr., 1935).--About 1/4 mile east of Damariscotta, 24 feet south of the center line of U.S. Highway 1, 28 feet west of a culvert, and in a ledge outcrop. Station is a U.S.C. & G.S. and State Survey standard disk. Elevation: 24.370 feet.

Plane coordinates: (W), $x = 668,282.34$ feet; $y = 437,152.92$ feet.

171 (Maine Geod.S.) (Lincoln County, L.D. Stephenson, Jr., 1935).--About 0.5 mile east of Damariscotta, 24 feet north of the center line of U.S. Highway 1, on the summit of a hill, in a ledge outcrop, and 3 feet (north of the face of the ledge) above the face of the ledge. Station is a U.S.C. & G.S. and State Survey standard disk. Elevation: 69.420 feet.

Plane coordinates: (W), $x = 669,628.72$ feet; $y = 437,633.95$ feet.

172 (Maine Geod.S.) (Lincoln County, L.D. Stephenson, Jr., 1935).--About 2.5 miles north of Damariscotta, 24 feet west of the center line of U.S. Highway 1, 288 feet (measured along the highway) north of the north line of a large brick building known as "Jack's," 72 feet northwest of a pole at the end of a fence, 235 feet southeast of a 40-foot pine tree at the fence line, and in a ledge outcrop. Station is a U.S.C. & G.S. and State Survey standard disk. Elevation: 126.222 feet.

Plane coordinates: (W), $x = 675,453.63$ feet; $y = 446,791.91$ feet.

173 (Maine Geod.S.) (Lincoln County, L.D. Stephenson, Jr., 1935).--About 2.7 miles north of Damariscotta, 20 feet east of the center line of U.S. Highway 1, opposite the E.W. Glidden residence, and in a ledge outcrop. Station is a U.S.C. & G.S. and State Survey standard disk. Elevation: 129.611 feet.

Plane coordinates: (W), $x = 675,887.01$ feet; $y = 447,721.99$ feet.

174 (Maine Geod.S.) (Lincoln County, L.D. Stephenson, Jr., 1935).--About 0.5 mile northeast of Nobleboro, 24 feet northwest of the center line of U.S. Highway 1, 230 feet southeast of a culvert, 145 feet north of the tip of the grass at the north edge of a road leading northeast, and 55 feet northeast of the northeast corner of the A.O. Pinkham residence. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 195.175 feet.

Plane coordinates: (W), $x = 680,917.35$ feet; $y = 456,933.70$ feet.

175 (Maine Geod.S.) (Lincoln County, L.D. Stephenson, Jr., 1935).--About 0.7 mile northeast of Nobleboro, 20 feet south of the center line of U.S. Highway 1, and 119 feet southeast of the southeast corner of the W.P. Morang residence. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 214.964 feet.

Plane coordinates: (W), $x = 681,890.36$ feet; $y = 457,860.08$ feet.

NOTE.--This station was searched for but not recovered in 1943. It was reported at that time that the mark was probably covered as a result of road construction.

176 (Maine Geod.S.)(Lincoln County,L.D.Stephenson,Jr.,1935).--About 2.2 miles northeast along U.S. Highway 1 from Nobleboro, near the summit of Winslow Hill, 22 feet north of the center line of the highway, 980 feet west of the intersection of a road leading to Jefferson, 220 feet northwest of the tip of grass at the junction of a road leading southwest, 216 feet southwest of a 15-foot bushy tree at the edge of a field, and in a prominent ledge outcrop. Station is a Monel-metal rivet. Elevation: 159.831 feet.
No coordinates have been determined for this station.

176 (Maine Geod.S.)(Lincoln County,L.D.Stephenson,Jr.,1935).--About 2.7 miles northeast along U.S. Highway 1 from Nobleboro, about 1,000 feet west of the Nobleboro-Waldoboro township line, 28 feet north of the center line of the highway, 420 feet east of a culvert, 90 feet northwest of the northeast corner of a house, 33 feet northwest of a pole, on top of a highway cut, and in a ledge outcrop. Station is a U.S.C.&G.S. and State Survey standard disk. Elevation: 141.019 feet.
Plane coordinates: (W), $x = 690, 519.38$ feet; $y = 463, 749.62$ feet.

177 (Maine Geod.S.)(Lincoln County,L.D.Stephenson,Jr.,1935).--About 3.0 miles northeast along U.S. Highway 1 from Nobleboro, 797 feet east of the Nobleboro-Waldoboro township line, 203 feet west of the center of the intersection of a road leading south, 24 feet north of the center line of the highway, 782 feet east of a culvert, and 112 feet northeast of the northwest corner of a shack south of the highway. Station is a U.S.C.&G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 140.359 feet.
Plane coordinates: (W), $x = 692, 144.83$ feet; $y = 463, 971.89$ feet.

178 (Maine Geod.S.)(Lincoln County,L.D.Stephenson,Jr.,1935).--About 3/4 mile west along U.S. Highway 1 from the bridge over Medomak River near Waldoboro, 32 feet north of the center line of the highway, about 500 feet east of the summit of Benner Hill, and 192 feet west of a culvert. Station is a U.S.C.&G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 212.542 feet. (Spur Line).
Plane coordinates: (W), $x = 702, 136.39$ feet; $y = 462, 895.30$ feet.

T.B.M. 1 (Maine Geod.S.)(Lincoln County,L.D.Stephenson,Jr.,1935).--About 3/4 mile west along U.S. Highway 1 from the bridge over Medomak River near Waldoboro. Station is the southwest corner of the west end of the south head wall of a culvert. Elevation: 203.578 feet.
No coordinates have been determined for this station.

179 (Maine Geod.S.)(Lincoln County,L.D.Stephenson,Jr.,1935).--Near Waldoboro, on U.S. Highway 1, 155.8 feet west of the south end of the west back wall of a concrete bridge over Medomak River, and 20.5 feet south of the center line of the highway. Station is a U.S.C.&G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 53.311 feet.
Plane coordinates: (W), $x = 704, 955.28$ feet; $y = 463, 076.41$ feet.
NOTE.--This station was destroyed in 1936.

180 (Maine Geod.S.)(Lincoln County,L.D.Stephenson,Jr.,1935).--Near Waldoboro, on U.S. Highway 1, and in the north end of the west back wall of a concrete bridge over Medomak River. Station is a Monel-metal rivet. Elevation: 52.458 feet.
No coordinates have been determined for this station.

KINSEL (U.S.C.&G.S.,1860;1943)(Lincoln County,Maine Geod.S. 1935).--About 1 mile southwest of Waldoboro, on the top of a hill west of Medomak River, about 300 feet east of State Highway 32, on land belonging to Mary A. Creamer (whose house is north of the station), and 40-1/2 feet north of a stone fence running across the hill. Station and reference marks are bronze disks set in rock. Reference mark 1 is in the edge of a ledge which drops off abruptly. It is 9,280 meters (30,45 feet) from the station in azimuth 352°56'. Reference mark 2 is in a ledge and is 11,554 meters (37,91 feet) from the station in azimuth 51°21'. No elevation has been determined for this station.
U.S.C.&G.S. plane coordinates: (W), $x = 704, 097.18$ feet; $y = 457, 178.42$ feet.

180 (Maine Geod.S.)(Lincoln County,L.D.Stephenson,Jr.,1935).--Near Waldoboro, at the intersection of U.S. Highway 1 and road leading to North Waldoboro, on the summit of a hill, 32 feet south of the center line of the highway, and 25.5 feet west of the center line of the road. Station is a U.S.C.&G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 165.408 feet.
Plane coordinates: (W), $x = 709, 340.79$ feet; $y = 463, 901.39$ feet.

181 (Maine Geod.S.)(Lincoln County,L.D.Stephenson,Jr.,1935).--About 2 miles northeast of Waldoboro, 27 feet north of the center line of U.S. Highway 1, and 35 feet east of the center line of a road leading to Union. Station is a U.S.C.&G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 235.763 feet.
Plane coordinates: (W), $x = 713, 654.51$ feet; $y = 465, 916.60$ feet; (E), $x = 275, 900.49$ feet; $y = 101, 533.98$ feet.
NOTE.--In 1943 the post was reported to be loose in the ground.

182 (Maine Geod.S.)(Lincoln County,L.D.Stephenson,Jr.,1935).--About 2-1/4 miles northeast of Waldoboro, about 2,000 feet east along U.S. Highway 1 from the intersection of a road leading to Union, 19.5 feet north of the center line of the highway, 497 feet east of the center of the junction of a dirt road leading south, and 669 feet east of the center of a culvert. Station is a U.S.C.&G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 280.457 feet.
Plane coordinates: (W), $x = 715, 712.67$ feet; $y = 465, 770.76$ feet; (E), $x = 277, 955.14$ feet; $y = 101, 346.43$ feet.

183 (Maine Geod.S.)(Lincoln County,L.D.Stephenson,Jr.,1935).--About 3-1/2 miles northeast of Waldoboro, about 1/4 mile west

of the Lincoln-Knox county line, 17 feet south of the center line of U.S. Highway 1, 441 feet east of the junction of the old highway, 64 feet southeast across the highway from a 35-foot juniper tree, 137 feet northeast of a 5-foot spruce tree, and 6 feet east of end post of a guardrail. Station is a U.S.C.&G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 212.707 feet.

Plane coordinates: (W), $x = 724, 098.01$ feet; $y = 467, 614.61$ feet; (E), $x = 286, 375.52$ feet; $y = 103, 020.02$ feet.

Sagadahoc County

Line 1--Woolwich, Sagadahoc County to 4-1/4 Miles Southwest of Wiscasset, Lincoln County.

This line follows the Maine Central Railroad and U.S. Highway 1 from Woolwich to the county line near Montsweg.

150 (Maine Geod.S.)(Sagadahoc County, L.D.Stephenson,Jr.,1935).--At Woolwich, 508 feet west of the west end of the Maine Central Railroad station, 20 feet south of the south rail, 795 feet east of the east abutment of Carlton bridge, 396 feet west of the west abutment of the Georgetown Road underpass, 145 feet east of a highway bridge, 54.3 feet west of semaphore BR 387, 24.7 feet east of a tall tale post, about 15 feet higher than the track, and in outcropping bedrock. Station is a U.S.C.&G.S. and State Survey standard disk. Elevation: 55.782 feet.
Plane coordinates: (W), $x = 596, 258.84$ feet; $y = 393, 215.69$ feet.

151 (Maine Geod.S.)(Sagadahoc County, L.D.Stephenson,Jr.,1935).--At Woolwich, about 0.7 mile northeast of the east end of Carlton Bridge, 351 feet south of the south end of the viaduct carrying U.S. Highway 1 over the Maine Central Railroad tracks, 53.2 feet west of the center line of highway, on the Senator F.W. Carlton property, and in a small ledge. Station is a U.S.C.&G.S. and State Survey standard disk, stamped "151." Elevation: 76.901 feet. (Spur Line).
Plane coordinates: (W), $x = 596, 771.34$ feet; $y = 396, 810.32$ feet.

152 (Maine Geod.S.)(Sagadahoc County, L.D.Stephenson,Jr.,1935).--About 1.3 miles northeast of the east end of Carlton bridge at Woolwich, about 2/3 mile southwest of Nequasset Brook bridge, about 700 feet west along a line of poles from the Aton Reed service station on U.S. Highway 1, at a main telephone line, at the highest point in a pasture, 108 feet from a pole at the brow of a hill, 22 feet from the next pole to the north, 1.7 feet west of the center line of the line of poles, and in a ledge. Station is a U.S.C.&G.S. and State Survey standard disk, stamped "152." Elevation: 96.741 feet. (Spur Line).
Plane coordinates: (W), $x = 599, 165.86$ feet; $y = 399, 076.52$ feet.

153 (Maine Geod.S.)(Sagadahoc County, L.D.Stephenson,Jr.,1935).--About 7.0 miles southwest along U.S. Highway 1 from the junction of Main and Fort Hill Streets at Wiscasset, Lincoln County, about 0.8 mile northeast of Nequasset Brook bridge, 26.5 feet south of the center line of the highway, at the end of a cut, 58 feet from the end of a guardrail, and 15 feet north of a wooden road. Station is a U.S.C.&G.S. and State Survey standard disk, stamped "153" and set in the top of a concrete post. Elevation: 93.221 feet. (Spur Line).
Plane coordinates: (W), $x = 605, 016.71$ feet; $y = 402, 734.91$ feet.

154 (Maine Geod.S.)(Sagadahoc County, L.D.Stephenson,Jr.,1935).--About 6.8 miles southwest along U.S. Highway 1 from the junction of Main and Fort Hill Streets at Wiscasset, Lincoln County, 48 feet north of the center line of the highway, on the James A. Colby estate, on the top of a ledge out-back, and 35 feet northeast of a large hen house. Station is a U.S.C.&G.S. and State Survey standard disk, stamped "154" and set in the top of a concrete post. Elevation: 75.791 feet.
Plane coords: (W), $x = 608, 047.91$ feet; $y = 404, 365.30$ feet.

155 (Maine Geod.S.)(Sagadahoc County, L.D.Stephenson,Jr.,1935).--About 4.0 miles southwest along U.S. Highway 1 from the junction of Main and Fort Hill Streets at Wiscasset, Lincoln County, in the vicinity of Montsweg, about 0.12 mile southwest of the county line, about 0.12 mile northeast of bridge over the Maine Central R.R. tracks, 18 feet south of the center line of highway, opposite the Montsweg Farm Inc. buildings, and 5 feet south of a guardrail. Station is a U.S.C.&G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 39.222 feet.
Plane coords: (W), $x = 616, 994.37$ feet; $y = 412, 305.49$ feet.

Line 2--Vicinity of Bath.

This line follows the Maine Central Railroad and U.S. Highway 1 east from a point 3.6 miles west of Bath to Bath, and proceeds southwest about 2 miles.

106 (Maine Geod.S.)(Sagadahoc County, L.D.Stephenson,Jr.,1935).--About 2.4 miles west along the Maine Central Railroad from the station at Bath, 17 feet west of the center line of the Foster Point road, about 1,000 feet east of the New Meadows River bridge, about 490 feet south of the south face of West Bath Grange Hall, 95 feet northeast of center of intersection of Foster Point road and King's Turnpike, in a ledge, and 56.0 feet southeast of a drill hole in ledge. Station is a U.S.C.&G.S. and State Survey standard disk. Elevation: 43.244 feet. (Spur Line).
Plane coords: (W), $x = 578, 569.41$ feet; $y = 393, 668.89$ feet.

107 (Maine Geod.S.)(Sagadahoc County, L.D.Stephenson,Jr.,1935).--About 2.3 miles west along the Maine Central Railroad from the station at Bath, about 1,770 feet east of the New Meadows River bridge, on a high north-south ledge ridge, 59.9 feet north of a 20-inch twin pine tree, 45.3 feet north of a 30-inch pine tree, 30.6 feet west of a 30-inch pine tree, and in a rock ledge outcrop.

Station is a U.S.C.&G.S. and State Survey standard disk. Elevation: 77.552 feet (Spur Line).

Plane coordinates: (W), $x = 580,310.74$ feet; $y = 393,472.92$ feet.

235 (Maine Geod.S.) (Sagadahoc County, L.D. Stephenson, Jr., 1935).--About 1.0 mile northwest along U.S. Highway 1 from the courthouse at Bath, at the west edge of a cemetery, 110 feet north along the cemetery road from the center line of the highway, 50 feet west of the Station monument, 16.5 feet east of the center line of the cemetery road, and in a rock ledge. Station is a U.S.C.&G.S. and State Survey standard disk. Elevation: 65.553 feet (Spur Line).

Plane coordinates: (W), $x = 587,968.13$ feet; $y = 396,904.25$ feet.

236 (Maine Geod.S.) (Sagadahoc County, L.D. Stephenson, Jr., 1935).--About 0.8 mile northwest along U.S. Highway 1 from the courthouse at Bath, 900 feet east of the east line of a cemetery, 12.5 feet southeast of the center line of the highway, about 2,000 feet west of a street intersection, and in a rock ledge. Station is a U.S.C.&G.S. and State Survey standard disk. No elevation has been determined for this station.

Plane coordinates: (W), $x = 588,655.04$ feet; $y = 396,297.61$ feet.

237 (Maine Geod.S.) (Sagadahoc County, L.D. Stephenson, Jr., 1934).--At Bath, at the southeast corner of Court and High Streets, 20.6 feet west of the corner of the Hilltop Market, 40.5 feet from the opposite street corner, and in the edge of the cement sidewalk. Station is a Monel-metal rivet. Elevation: 75.524 feet (Spur Line).

Plane coordinates: (W), $x = 591,264.14$ feet; $y = 393,096.06$ feet.

NOTE.--These coordinates should be used with caution.

238 (Maine Geod.S.) (Sagadahoc County, L.D. Stephenson, Jr., 1935).--In Bath, 210 feet south of the southeast corner of the Maine Central Railroad station, south of the Water Street crossing, 705 feet south of the west abutment of Carlton Bridge, 67.8 feet southeast of a gate north of the track, 57 feet northwest of a gate south of the track, and 47 feet northeast of the northwest corner of a Chevrolet service building. Station is a U.S.C.&G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 8.752 feet (Spur Line).

Plane coordinates: (W), $x = 592,438.06$ feet; $y = 393,017.79$ feet.

239 (Maine Geod.S.) (Sagadahoc County, L.D. Stephenson, Jr., 1935).--About 1.0 mile southwest along Court Street from the courthouse at Bath, 140 feet northeast of the junction of a road leading to Merrymeeting, and in a granite ledge outcrop northwest of the road. Station is a U.S.C.&G.S. and State Survey standard disk. Elevation: 89.905 feet (Spur Line).

Plane coordinates: (W), $x = 586,679.23$ feet; $y = 390,767.08$ feet.

240 (Maine Geod.S.) (Sagadahoc County, L.D. Stephenson, Jr., 1935).--About 1.3 miles southwest along Court Street from the courthouse at Bath, 35 feet east of the center line of the road, directly opposite an old cemetery, 156 feet north of the northwest corner of the E.W. Haggard house, 72.8 feet east of a 28-inch pine tree in the cemetery, and in a rock ledge. Station is a U.S.C.&G.S. and State Survey standard disk. Elevation: 149.953 feet (Spur Line).

Plane coordinates: (W), $x = 585,905.34$ feet; $y = 382,121.82$ feet.

GREAT HILL (U.S.C.&G.S., 1855; 1942) (Sagadahoc County, Maine Geod.S., 1935).--About 2 miles southwest of Bath, on land owned by S.D. Thompson, on a high hill, and on a bare ledge where the land begins to slope to the north. Station and reference marks are bronze disks in boulders. Station and reference mark 1 are stamped "GREAT HILL 1855-1913." Reference mark 1 is 2,390 meters (9,811 feet) from the station in azimuth 168°10', in the same ledge. Reference mark 2 is 5,261 meters (17.26 feet) from the station in azimuth 288°32', in the same ledge, and is stamped "GREAT HILL 1855-1933." A 55-foot wooden stand is fastened to the ledge by bolts wedged in drill holes in rock. These bolts should help in identification in later years. To reach from Witchspring Cafe about 1.4 miles from the courthouse at Bath, turn left off U.S. Highway 1 along a macadam road about 0.45 mile to where a dim road leads off to the right just south of a small field; proceed about 3/4 mile west along this road to the top of a ridge before the descent to New Meadows River. The highest point of the hill is about 100 meters north through the woods. No elevation has been determined for this station.

U.S.C.&G.S. plane coordinates: (W), $x = 582,419.27$ feet; $y = 387,551.64$ feet.

Line 3--Brunswick, Cumberland County, to Bowdoinham, Sagadahoc County.

This line follows U.S. Highway 201 north from Brunswick through Topsham to Fulton's Corner, roads east to Bowdoinham, and the Maine Central Railroad east about 1/4 mile.

101 (Maine Geod.S.) (Sagadahoc County, L.D. Stephenson, Jr., 1935).--In Topsham, about 850 feet north along U.S. Highway 201 from the Topsham-Brunswick bridge, at the northwest corner of the intersection of Maine Street and a road leading to an old abandoned bridge, 99 feet northwest of a 50-inch elm tree, 86.9 feet southeast of the southeast corner of a cafe and dwelling, 70.3 feet southwest of the northwest corner of the F.B. Carver brick dwelling (formerly a bank), and 5.8 feet east of an Androscoggin & Kennebec Railroad semaphore. Station is a U.S.C.&G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 36.239 feet (Spur Line).

Plane coordinates: (W), $x = 553,364.98$ feet; $y = 397,630.59$ feet.

100 (Maine Geod.S.) (Sagadahoc County, L.D. Stephenson, Jr., 1935).--In Topsham, about 1,400 feet north along U.S. Highway 201 from the Brunswick-Topsham bridge, at the northeast corner of the intersection of Maine and Elm Streets, 25 feet from the center

line of the highway, 102.2 feet southeast of the southeast corner of the Topsham fire department and library building, 71.2 feet northwest of the northwest corner of the United Baptist Church, and 79.9 feet northeast of the southeast corner of the Curtis house. Station is a U.S.C.&G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 76.755 feet (Spur Line).

Plane coordinates: (W), $x = 553,400.86$ feet; $y = 398,266.10$ feet.

ARARAT (U.S.C.&G.S., 1933; 1942) (Sagadahoc County, Maine Geod. S., 1935).--About 2 miles north of Brunswick, on the south slope of Mt. Ararat, just southwest of a 75-foot fire lookout tower, and 62.17 feet south-southwest of the outside anchor bolt of the southwest leg. Station mark is a bronze disk set in the top of a concrete post. Reference marks are bronze reference disks. Reference mark 2 is in a ledge and is 36.4 feet west of the southwest anchor bolt of the tower, 50.5 feet south of west of the southeast anchor bolt, and is 18.958 meters (62.20 feet) from station in azimuth 145°44'. Reference mark 1 is 20.204 meters (66.28 feet) from the station in azimuth 122°10', and is in the concrete pedestal which supports the southeast leg of the tower. No elevation has been determined for this station.

U.S.C.&G.S. plane coordinates: (W), $x = 554,424.30$ feet; $y = 403,509.36$ feet.

225 (Maine Geod.S.) (Sagadahoc County, L.D. Stephenson, Jr., 1935).--About 1.7 miles north along U.S. Highway 201 from the Brunswick-Topsham bridge, 11.9 feet west of the west edge of the concrete pavement, 526 feet south of the intersection of a road leading to Bowdoin, 101.9 feet southwest of the southwest corner of the Dana Grover house, and 72.4 feet southeast of the southeast corner of a small wooden garage. Station is a U.S.C.&G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 114.656 feet (Spur Line).

Plane coordinates: (W), $x = 551,586.10$ feet; $y = 405,429.37$ feet.

226 (Maine Geod.S.) (Sagadahoc County, L.D. Stephenson, Jr., 1935).--About 2.1 miles north along U.S. Highway 201 from the Brunswick-Topsham bridge, 15.6 feet west of the west edge of the concrete pavement, 682 feet south of the south abutment of the Cuthance River bridge, and 45.5 feet southeast of the southeast corner of the Cat-Han-Cet lunchroom. Station is a U.S.C.&G.S. and State Survey standard disk set in the top of a concrete post (?). Elevation: 114.075 feet (Spur Line).

Plane coordinates: (W), $x = 552,263.94$ feet; $y = 407,339.91$ feet.

227 (Maine Geod.S.) (Sagadahoc County, L.D. Stephenson, Jr., 1935).--About 5.3 miles north along U.S. Highway 201 from the Brunswick-Topsham bridge, 28 feet southeast of the center line of the highway, 238 feet northeast of the southeast corner of the Cat-Han-Cet lunchroom. Station is a U.S.C.&G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 190.303 feet (Spur Line).

Plane coordinates: (W), $x = 556,248.2$ feet; $y = 423,421.3$ feet (No-check position).

228 (Maine Geod.S.) (Sagadahoc County, L.D. Stephenson, Jr., 1935).--About 5.48 miles north along U.S. Highway 201 from the Brunswick-Topsham bridge, 82 feet northwest of the center line of the highway, 1,024 feet northeast of the Topsham-Bowdoin town line, 189 feet northwest of the southwest corner of the C.F. Messere house, and in outcropping bedrock. Station is a U.S.C.&G.S. and State Survey standard disk. Elevation: 174.329 feet (Spur Line).

Plane coordinates: (W), $x = 558,374.3$ feet; $y = 424,220.9$ feet (No-check position).

229 (Maine Geod.S.) (Sagadahoc County, L.D. Stephenson, Jr., 1935).--About 6.6 miles north along U.S. Highway 201 from the Brunswick-Topsham bridge, 22 feet southeast of the center line of the highway, 575 feet northeast along the new highway from Fulton's Corner, near a row of shade trees, and 164.4 feet southwest of the southwest corner of a house with an old well. Station is a U.S.C.&G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 162.861 feet (Spur Line).

Plane coordinates: (W), $x = 557,983.9$ feet; $y = 429,852.9$ feet (No-check position).

230 (Maine Geod.S.) (Sagadahoc County, L.D. Stephenson, Jr., 1935).--About 6.6 miles north along U.S. Highway 201 from the Brunswick-Topsham bridge, 22 feet southeast of the center line of the highway, 365 feet east of the junction of driveways on both sides of the road, and in outcropping bedrock. Station is a U.S.C.&G.S. and State Survey standard disk set in the top of a concrete post. Elevation: 162.714.8 feet (Spur Line).

Plane coordinates: (W), $x = 558,714.8$ feet; $y = 429,976.7$ feet (No-check position).

231 (Maine Geod.S.) (Sagadahoc County, L.D. Stephenson, Jr., 1935).--About 1 mile northwest of the town hall at Bowdoinham, about 340 feet northwest of a crossroads, 137 feet northeast of one road, 117 feet west of the center line of another, 45.5 feet southwest of the southeast corner of the Ziegler house, 28.5 feet southwest of the southwest corner, and in a ledge. Station is a U.S.C.&G.S. and State Survey standard disk.

No elevation or coordinates have been determined for this station.

232 (Maine Geod.S.) (Sagadahoc County, L.D. Stephenson, Jr., 1935).--About 0.85 mile northwest of the town hall at Bowdoinham, about 500 feet south of a crossroads, 23 feet east of the center line of the road, and 568 feet north of a telephone line. Station is a U.S.C.&G.S. and State Survey standard disk set in the top of a concrete post.

No elevation or coordinates have been determined for this station.

233 (Maine Geod.S.) (Sagadahoc County, L.D. Stephenson, Jr., 1935).--In Bowdoinham, 73.1 feet east of the southeast corner of the Maine Central Railroad station, 9.3 feet north of the north rail, 563 feet west of semaphore L 371, 510 feet west of the west abutment of a bridge, and in the top of a concrete post. Station

is a U.S.C. & G.S. and State Survey standard disk.
No elevation or coordinates have been determined for this station.

234 (Maine Geod.S.) (Sagadahoc County, L.D. Stephenson, Jr., 1935).--About 1,123 feet east of the Maine Central Railroad station at Bowdoinham, 101 feet south of the center line of State Highway 24, 510 feet west of the west abutment of a bridge, 434 feet east of semaphore L 371, 27 feet west of the line of Pleasant Street, and 19 feet north of the north rail. Station is a U.S.C. & G.S. and State Survey standard disk set in the top of a concrete post.

No elevation or coordinates have been determined for this station.

Waldo County

The stations in Waldo County lie along U.S. Highway 1 from a point about 1 mile south of Belfast through Belfast and Searsport to Stockton Springs, and along State Highway 3 from Stockton Springs to Sandypoint.

210 (Maine Geod.S.) (Waldo County, L.D. Stephenson, Jr., 1934).--About 0.9 mile south along Church Street (U.S. Highway 1) from the post office at Belfast, 20 feet west of the center line of the highway, at the city park, 33 feet north of the center line of the park entrance, 50.7 feet northwest of the northwest corner of the south gatepost, 15.7 feet northwest of the northwest corner of the north gatepost, 5 feet west of the sidewalk, and about 1 foot lower than the highway. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "210" and set in the top of a concrete post about 2 inches under ground. Elevation: 93.957 feet (Spur Line).

Plane coordinates: (E), $x = 370,201.85$ feet; $y = 212,347.65$ feet.

211 (Maine Geod.S.) (Waldo County, L.D. Stephenson, Jr., 1934).--At Belfast, about 0.5 mile south along Church Street (U.S. Highway 1) from the post office, 20 feet west of the center line of High Street, 60 feet east of the center line of Church Street, 3.7 feet south of the face of the inlet head wall of a culvert, and east of lamppost 1/72. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "211" and set in the top of a concrete post projecting about 3 inches above ground. Elevation: 112.005 feet (Spur Line).

Plane coordinates: (E), $x = 369,307.74$ feet; $y = 214,413.31$ feet.

NOTE.--This station was destroyed in 1944.

212 (Maine Geod.S.) (Waldo County, L.D. Stephenson, Jr., 1934).--At Belfast, on U.S. Highway 1, 4.5 feet east of the west end of the bridge over Passagassawakeag River, 12.5 feet south of the center line of the highway, 4.7 feet east of the west end of the sidewalk, 2.8 feet south of the curb, and in the center line of the sidewalk. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "212." Elevation: 16.472 feet (Spur Line).

Plane coordinates: (E), $x = 366,669.04$ feet; $y = 218,528.58$ feet.

213 (Maine Geod.S.) (Waldo County, L.D. Stephenson, Jr., 1934).--At Belfast, on U.S. Highway 1, at the bridge over Passagassawakeag River, 3.4 feet west of the east end of the concrete sidewalk, 13.5 feet south of the center line of the highway, 2.8 feet south of the curb, and in the sidewalk. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "213." Elevation: 15.940 feet (Spur Line).

Plane coordinates: (E), $x = 367,808.29$ feet; $y = 218,916.74$ feet.

HW 3 (Maine Geod.S.) (Waldo County, L.D. Stephenson, Jr., 1935).--About 2.6 miles southwest along U.S. Highway 1 from the post office at Searsport, about 500 feet northeast of Thistle Camp, 17 feet north of the center line of the highway, at a concrete box culvert, and in the center of the top of the head wall. Station is a Monel-metal rivet. Elevation: 48.361 feet.

No coordinates have been determined for this station.

MOOSE POINT 2 (U.S.C. & G.S., 1911; 1934) (Waldo County, Maine Geod.S., 1934).--About 2-1/2 miles southwest of Searsport, on the northwest shore of Penobscot Bay, at Moose Point, on the east side of the point, 150 feet north of the abrupt shoreline of the bay, surrounded by bushes, and 35 feet east of a road along the side of a meadow. Station is marked by a copper bolt in a small ledge which projects about 6 inches above ground. Reference marks are bronze reference disks in outcropping bedrock. Reference mark 1 is 165 feet north of the shoreline, 38 feet east of the road, and 9.120 meters (29.92 feet) from the station in azimuth 145°17'. Reference mark 2 is 170 feet north of the shoreline, 50 feet east of the road, and 12.945 meters (42.47 feet) from the station in azimuth 163°13'. No elevation has been determined for this station.

U.S.C. & G.S. plane coordinates: (E), $x = 283,983.64$ feet; $y = 217,457.48$ feet.

214 (Maine Geod.S.) (Waldo County, L.D. Stephenson, Jr., 1934).--About 1-1/4 miles southwest along U.S. Highway 1 from the post office at Searsport, 966 feet southwest of Old Town Road, 28 feet southeast of the center line of the highway, 91.7 feet southwest of the northwest corner of the College Club Inn main building, 62.7 feet west of the southwest corner, and 60 feet east of pole 162. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "214" and set in the top of a concrete post projecting about 1 inch above ground. Elevation: 84.611 feet.

No coordinates have been determined for this station.

215 (Maine Geod.S.) (Waldo County, L.D. Stephenson, Jr., 1934).--About 0.85 miles southwest along U.S. Highway 1 from the post office at Searsport, 766 feet north of a road intersection, 119

feet south of a hydrant, 20 feet northwest of the center line of the highway, 7 feet northeast of pole 5/20, and about 1 foot higher than the highway. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "215" and set in the top of a concrete post projecting about 4 inches above ground. Elevation: 114.947 feet.

No coordinates have been determined for this station.

216 (Maine Geod.S.) (Waldo County, L.D. Stephenson, Jr., 1934).--About 0.9 mile northeast along U.S. Highway 1 from the post office at Searsport, directly in front of Nichols School, 45 feet southwest of the entrance to Elmwood Cemetery, 24 feet west of the center line of the highway, and 14 feet north of pole 1/40. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "216" and set in the top of a concrete post projecting about 3 inches above ground. Elevation: 88.771 feet.

No coordinates have been determined for this station.

NOTE.--It was reported in 1944 that the post had been broken off about 1 foot from the top and that the disk was gone.

217 (Maine Geod.S.) (Waldo County, L.D. Stephenson, Jr., 1934).--About 1.15 miles northeast along U.S. Highway 1 from the post office at Searsport, 7.5 feet south of a granite stone marking the property line of Captain Nichols and the Cedar Hedges tourist home, 45 feet from the entrance to Elmwood Cemetery, about 200 feet east of a hydrant, 23 feet north of the center line of the highway, 5.5 feet northeast of pole 1/47, and about level with the highway. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "217" and set in the top of a concrete post. Elevation: 93.445 feet.

No coordinates have been determined for this station.

NOTE.--It was reported in 1944 that the post was loose.

218 (Maine Geod.S.) (Waldo County, L.D. Stephenson, Jr., 1934).--About 1.8 miles southwest along U.S. Highway 1 from the post office at Stockton Springs, in a grass plot formed by the intersection of Turnpike Road, 27 feet north of the center line of the highway, 11 feet northeast of the center line of the road, 50 feet southwest of pole 1/99, 10.5 feet southwest of a hydrant, and about 1 foot higher than the highway. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "218" and set in the top of a concrete post. Elevation: 113.220 feet (Spur Line).

No coordinates have been determined for this station.

NOTE.--This station was searched for but not recovered in 1944.

219 (Maine Geod.S.) (Waldo County, L.D. Stephenson, Jr., 1934).--About 1.6 miles southwest along U.S. Highway 1 from the post office at Stockton Springs, 50.5 feet south of a road bound, 139.5 feet east of a hydrant, 32 feet north of the center line of the highway, 6.5 feet north of pole 1/108, and about 2 feet higher than the highway. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "219" and set in the top of a concrete post projecting about 5 inches above ground. Elevation: 129.632 feet (Spur Line).

No coordinates have been determined for this station.

220 (Maine Geod.S.) (Waldo County, L.D. Stephenson, Jr., 1934).--About 0.4 mile southwest along U.S. Highway 1 from the post office at Stockton Springs, 193 feet southwest of the intersection of Maple Street, 299 feet northeast of a hydrant, 125 feet north of the Mapleshade Cabins, 31 feet south of the center line of the highway, and about level with the highway. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "220" and set in the top of a concrete post projecting about 3 inches above ground. Elevation: 117.634 feet (Spur Line).

No coordinates have been determined for this station.

NOTE.--In 1944 the post was reported to be loose in the ground.

221 (Maine Geod.S.) (Waldo County, L.D. Stephenson, Jr., 1934).--At Stockton Springs, on U.S. Highway 1, about 900 feet northeast of the intersection of Maple Street, about 300 feet south of Cunningham Garage, 94.5 feet southwest of a road bound, 20 feet north of the center line of the highway, 4 feet south of pole 97, directly between the pole and the highway, and about 0.5 foot lower than the highway. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "221" and set in the top of a concrete post about 8 inches under ground. Elevation: 105.552 feet (Spur Line).

No coordinates have been determined for this station.

RV 4 (Maine Geod.S.) (Waldo County, L.D. Stephenson, Jr., 1935).--About 0.1 mile east along State Highway 3 from the post office at Stockton Springs, about 0.2 mile east of the junction of U.S. Highway 1, 372 feet west of the intersection of Cape Jellison Road, 18 feet north of the center line of State Highway 3, at a concrete box culvert, and in the center of the inlet head wall. Station is a Monel-metal rivet. Elevation: 118.538 feet (Spur Line).

No coordinates have been determined for this station.

RV 5 (Maine Geod.S.) (Waldo County, L.D. Stephenson, Jr., 1935).--About 0.4 mile east along State Highway 3 from the post office at Stockton Springs, 16 feet north of the center line of the highway, at a concrete box culvert, in the center of the inlet head wall, and about 3 feet higher than the highway. Station is a Monel-metal rivet. Elevation: 141.472 feet (Spur Line).

No coordinates have been determined for this station.

222 (Maine Geod.S.) (Waldo County, L.D. Stephenson, Jr., 1934).--About 2-1/2 miles northeast along State Highway 3 from the post office at Stockton Springs, at Sandypoint, 552 feet northeast of the intersection of Rice Avenue, 971 feet southwest of the center entrance of a cemetery, at the southwest corner of the cemetery, 54 feet from a road bound, 24 feet southeast of the center line of the highway, and about level with the highway. Station is a U.S.C. & G.S. and State Survey standard disk, stamped "222" and set in the top of a concrete post projecting about 3 inches above ground. Elevation: 172.352 feet (Spur Line).

No coordinates have been determined for this station.

223 (Maine Geod.S.) (Waldo County, L.D. Stephenson, Jr., 1934).--About 2.9 miles northeast along State Highway 3 from the post office at Stockton Springs, at Sandypoint, 7 feet north of the center entrance of a cemetery, and 22 feet east of the center line

of the highway. Station is a U.S.C.&G.S. and State Survey standard disk, stamped "223" and set in the top of a concrete post projecting about 3 inches above ground. Elevation: 167.486 feet (Spur Line).

No coordinates have been determined for this station.

Addenda- Maine geodetic Survey stations for which descriptions are not available.

CARLTON (Maine Geod.S.)(Lincoln County,L.D.Stephenson,Jr., 1935).--No description available.
Plane coordinates: (W), $x = 621,786.00$ feet; $y = 407,712.00$ feet.

MT. BATTUX (Maine Geod.S.)(Knox County,L.D.Stephenson,Jr., 1934).--No description available.
Plane coordinates: (E), $x = 332,390.17$ feet; $y = 107,369.94$ feet.

Station 15 (Maine Geod.S.)(Lincoln County,L.D.Stephenson,Jr., 1935).--No description available.
Plane coordinates: (W), $x = 626,604.31$ feet; $y = 423,924.73$ feet.

Station 26 (Maine Geod.S.)(Sagadahoc County,L.D.Stephenson, Jr., 1935).--No description available.
Plane coordinates: (W), $x = 616,156.74$ feet; $y = 411,632.02$ feet.

U. S. COAST AND GEODETIC SURVEY

and STATE SURVEY BENCH MARKS

Established by

LOCAL CONTROL SURVEY

Winter of 1933-1934

Augusta-Lewiston Area

State of MAINE

UNADJUSTED - NOT FINAL

At such time in the future as this leveling is fitted to the balance of the control net of the Coast & Geodetic Survey through adjustment at the Washington Office, the elevations may be changed slightly as a result of the adjustment. However, the chances are that the elevations will not be changed by amounts large enough to make any real difference for practical purposes.

~~UNADJUSTED~~
DESCRIPTION AND ELEVATIONS OF BENCH MARKS

(Note:-The elevations for these bench marks were used and adjusted to the line of levels between Winthrop and Leeds Junction using the elevation of B.M. L-15 (Elevation 225.180, 1929 General Adjustment) as initial. These elevations are subject to a slight adjustment for the orthometric correction.

Line 1. Augusta to Gardiner Via Route 201
(Second-order leveling)

20--In Augusta, Kennebec County at the southwest corner of the intersection of Baline Avenue and Winthrop Streets, Camp Keyes. It is a standard U. S. C. & G. S. and State disk (stamped "20") set in the top of a concrete monument which probably contains reinforcing steel. Elevation = 351.531. feet.

21--In Augusta, Kennebec County on the southwest apex of the Soldiers Monument Park at the intersection of Grove and State Streets. It is a standard U. S. C. & G. S. and State disk (stamped "21") set in the top of a concrete monument which probably contains reinforcing steel. Elevation = 124.152 feet.

22--In Augusta, Kennebec County on the State Capitol grounds. It is 1.92 feet east of a stone retaining wall running around the Capitol grounds and 102.12 feet from the north post of the main entrance, to the State House measured along the retaining wall. It is a standard U. S. C. & G. S. and State Survey disk (stamped "22") set in the top of a concrete monument which may contain reinforcing steel. Elevation = 127.627. feet.

23--In Hallowell, Kennebec County at the northeast corner of the intersection of Winthrop and Second Streets. It is a standard U. S. C. & G. S. and State Survey disk (stamped "23") set in the top of a concrete monument which may contain reinforcing steel. Elevation = 42.311.

24--In Hallowell, Kennebec County at the fire station on Second Street. About 17 feet from the southwest corner of the fire house; about 23 feet from the southwest corner of the Colonial Apartment House at #140 Second Street on the northerly building line of the Colonial Apartments. It is a standard U. S. C. & G. S. and State Survey disk (stamped "24") set in the top of a concrete monument which may contain reinforcing steel. Elevation = 37.943.

25--In Farmingdale, Kennebec County. In the right of way of the Maine Central Railroad Company between the tracks and the highway; about 600 feet south of a semaphore L-575; about 20 feet west of the westerly rail. The station is a standard U. S. C. & G. S. and State Survey disk (stamped "25") set in the top of a concrete monument which may contain reinforcing steel. Elevation 30.143.

26--In Farmingdale, Kennebec County. In the right of way of the Maine Central Railroad Company between the tracks and the highway (Route 201) About 9 feet north of semaphore L-570; about 5 feet from the west rail of the west bound track. It is a standard U.S.C.& G.S. and State Survey disk (stamped "26") set in the top of a concrete monument which may contain reinforcing steel. Elevation=20.628.

27--In Gardiner, Kennebec County. In the public park at the corner of Brunswick Street and Dresden Avenue; about 88 feet from the north west corner and about 92 feet from the southwest corner of Christ Church. It is a standard U. S. C. & G. S. and State Survey disk (stamped 27) set in the top of a concrete monument which may contain reinforcing steel. Elevation = 121.785.

28--In Gardiner, Kennebec County. In the public park at the corner of School Street and Lincoln Avenue; about 71 feet from the northern corner and 75 feet from the southern corner of the Catholic Rectory. It is a standard U. S. C. & G. S. and State Survey disk (stamped "28") set in the top of a concrete monument which may contain reinforcing steel. Elevation 121.541.

40--(Standpipe)--In Gardiner, Kennebec County. About all of 1 mile south of Gardiner on the Brunswick road (U. S. 201) on Iron Hill. The station is about 35 feet south of the Gardiner Standpipe and about 60 feet from the east side of the road. It is a standard U. S. C. & G. S. and State Survey disk (stamped 40) set in ledge about 10 inches below the surface of the ground. Elevations = 314.227.

41--(Rook)--In Gardiner, Kennebec County. About 1 1/8 miles southerly from Gardiner along the Brunswick road (U. S. Route 201) and about 100 feet east of this road, in a pasture field and on ledge projecting 4 feet above the surface of the ground. The station is a standard U. S. C. & G. S. and State Survey disk (stamped "41") set in the exposed ledge. Elevation 288.958.

Line 2 Gardiner to Lewiston Via Route 126
(Second order leveling)

30--(Moore's)--In West Gardiner, Kennebec County. About 2.6 miles west of Gardiner Postoffice on the north side of the highway leading to Lewiston (Route 126) on the summit of a small prominent, steep sided hill close to the highway. The station is a standard U. S. C. & G. S. and State Survey disk (stamped "30") set in the exposed ledge. Elevation = 284.762.

South

31--(Cemetery)--In West Gardiner, Kennebec County. About 2.9 miles west of Gardiner Postoffice on the north side of the main highway leading to Lewiston (Route 126); about 60 feet south of the road; about 4 feet east of the east line of Cemetery. The station is a standard U. S. C. & G. S. and State Survey disk (stamped "31") set in the top of a reinforced concrete monument. Elevation = 188.901.

32--(Swift)--In West Gardiner, Kennebec County. About 5.0 miles west of Gardiner Postoffice on the main highway to Lewiston (Route 126). About 37 feet west of the south west corner of the residence of John Swift and about 24 feet southwest of an 18" lone pine. It is a standard U. S. C. & G. S. and State Survey disk (stamped "31") set in the top of a reinforced concrete monument. Elevation 160.153.

33--(Berry)--In West Gardiner, Kennebec County. About 5.3 miles west of Gardiner Postoffice; about 1 mile west of Cold Stream on the south side of the main highway to Lewiston (Route 126). About 30 feet from the center of the highway about 126 feet southwest of the Morse homestead. It is a standard UBC&GS and State Survey disk (stamped "33") set in a concrete monument which probably contains reinforcing steel. Elevation = 186.509.

35--(Babcock)--In Litchfield, Kennebec County. About 7.3 miles west of Gardiner Postoffice on the north side of the main highway; about 165 feet northwest of the northwest corner of the Babcock residence and about 420 feet northeast from a windmill and well. It is a standard U. S. C. & G. S. and State Survey disk (stamped "35") set in a reinforcing concrete monument. Elevation = 154.979.

36--(Boulder)--In Litchfield, Kennebec County. About 7.6 miles west of Gardiner Postoffice on the north side of the main highway leading to Lewiston (Route 126). About 165 feet north of the centerline of the highway. It is a standard U.S.C.& G.S. and State Survey disk (stamped "36") set in the top of a large boulder extending some six feet above the ground. Elevation = 170.999.

37--(Batchelor's Tavern) In Litchfield, Kennebec County. About 9.4 miles west of Gardiner Postoffice on the north side of the highway leading to Lewiston (Route 126) and at the cross roads known as South Litchfield; About 40 feet north of the center line of Route 126; about 34 feet east of the center line of the road leading to Litchfield; about 120 feet from the southeast corner of the Baptist Church and about 98 feet from the northeast corner of a brick building known as Batchelor's Tavern. It is a standard U.S.C.&G.S. and State Survey disk (stamped "37") set in a reinforced concrete monument. Elevation 286.637.

38--(Atwood)--In Litchfield, Kennebec County. About 9.5 miles west of Gardiner Postoffice, about 1500 feet north of the main highway leading to Lewiston (Route 126) and on the westerly side of a road leading from Route 126 at South Litchfield to Litchfield. About 80 feet west of the road on the summit of a flat topped knoll. The station is a standard U. S. C. & G. S. and State Survey disk (stamped "38") set in a concrete monument which probably contains reinforcing steel. Elevation = 351.506.

46--In Monmouth, Kennebec County. About 16.1 miles east of Lewiston on the main road to Gardiner (Route 126); 510 feet east of the bridge between Sand and Purgatory Ponds; 24 feet South of highway centerline. It is a standard U.S.C. & G.S. and State Survey disk (stamped "1-46") set in a concrete monument which may contain reinforcing. Elevation = 179.291.

47--In Monmouth, Kennebec County. About 16.0 miles east of Lewiston Postoffice on the main highway to Gardiner (Route 126) at the bridge between Sand and Purgatory Ponds. The station is a standard U.S.C.& G.S. State Survey disk (stamped "1-47") and set in the North Parapet of the east abutment of the bridge. Elevation = 183.056.

48--In Monmouth, Kennebec County. About 14 miles east of the Lewiston Postoffice along the main highway to Gardiner (Route 126); about 500 feet west of a crossroad known as Day's Corner, and 27 feet north of the highway centerline. It is a standard U. S. C. & G. S. and State Survey disk (stamped "1-48") set in a concrete monument which may contain reinforcing. Elevation = 215.395.

49--In Wales, Androscoggin County. About 13.9 miles east of Lewiston Postoffice along the main highway to Gardiner (Route 126); about 0.3 miles West of a crossroad known as Day's Corner; and 25 feet north of the highway centerline. It is a standard U. S. C. & G. S. and State Survey disk (stamped "1-49") set in a concrete monument which may

contain reinforcing. Elevation = 198.731.

50--In Wales, Androscoggin County. About 12.4 miles east of the Lewiston Postoffice along the main highway to Gardiner (Route 126) and 27 feet north of the highway centerline. It is a standard U.S.C. & G.S. and State Survey disk (stamped "1-50") set in the top of a concrete monument which may contain reinforcing. Elevation = 236.470.

51--In Wales, Androscoggin County. About 12.2 miles east of Lewiston Postoffice along the main highway to Gardiner (Route 126); about 30 feet north of highway centerline. It is a standard U.S.C. & G. S. and State Survey disk (stamped "1-51") set in the concrete monument which may contain reinforcing. Elevation = 231.036.

52--In Wales, Androscoggin County. About 10.4 miles from Lewiston Postoffice on the northerly side of the main highway to Gardiner (Route 126) about 200 feet northwest of the highway. It is a standard U.S.C. & G. S. and State Survey disk (stamped 1-52") set in ledge. Elevation = 358.838.

53--In Wales, Androscoggin County. About 10.1 miles east of Lewiston Postoffice along the main Lewiston-Gardiner highway (Route 126); about 400 feet north of the highway; on the top of a hummock; in outcropping ledge. It is a standard U. S. C. & G. S. and State Survey disk (stamped "1-53") Elevation = 346.230.

57--In Webster, Androscoggin County. About 8.4 miles east of Lewiston Postoffice on the south side of the main road to Gardiner (Route 126) slightly west of the summit of a small hill; and about 30 feet from the highway centerline. It is a standard U. S. C. & G. S. and State Survey disk (stamped "57") set in a concrete monument which may contain reinforcing steel. Elevation = 265.474.

58--In Webster, Androscoggin County. About 8.0 miles east of Lewiston Postoffice on the main road to Gardiner (Route 126) about 30 feet south of the center of the main highway and about 30 feet northeast of the center of a country road bearing southeasterly. It is a standard U. S. C. & G. S. and State Survey disk (stamped "58") set in the top of a concrete monument which may contain steel reinforcing. Elevation = 247.475.

59--In Webster, Androscoggin County. About 6.5 miles east of Lewiston Postoffice along the main road to Gardiner (Route 126); in the village of Sebattus about 200 feet west of the Catholic Church; in an open field; on the west slope of a small hill and about three feet lower than the summit. It is a standard U. S. C. & G. S. and State Survey disk (stamped "59") set in ledge. Elevation = 335.207.

99--In Webster, Androscoggin County. About 5.8 miles east of Lewiston Postoffice on the main road to Gardiner, in the west edge of the village of Sebattus; about 25 feet north of the highway centerline and about half way between two railroad crossings. It is a standard U. S. C. & G. S. and State Survey disk (stamped "99") set in the top of a concrete monument which may contain steel reinforcing. Elevation 210.410.

98--In Webster, Androscoggin County. About 5.6 miles east of Lewiston Postoffice along the main road to Gardiner (Route 126) about 200 feet west of the railroad and trolley tracks at the first

crossing east of Lewiston; on the summit of a ridge; about 250 feet north of the highway. It is a standard U. S. C. & G. S. and State Survey disk (stamped "96") set in ledge. Elevation = 270.196.

97--In Lewiston, Androscoggin County. About 3.6 miles east of the Lewiston Postoffice on the main road to Gardiner (Route 126) about 200 feet west of the crossroads known locally as Tarr's Corner South of the highway; within the right of way and about 6 feet south of the south rail of the trolley track. It is a standard U.S.C & G.S. and State Survey disk (stamped "l-97") and set in the top of a concrete monument which may contain steel reinforcing. Elevation = 257.065.

96--In Lewiston, Androscoggin County. About 3.6 miles east of Lewiston Postoffice on the main road to Gardiner (Route 126) and at a point known locally as Tarr's Corner; on the summit of a ledge hill about 300 feet north of the main highway; and about 200 feet west of a country road. It is a standard U. S. C. & G. S. and State Survey disk (stamped "l-96") set in ledge. Elevation = 303.929.

95--In Lewiston, Androscoggin County. About 2.0 miles east of Lewiston Postoffice on the north side of the main road to Gardiner (Route 126); near Thorn's Corner and about 200 feet east of the road leading to Thorneraig Sanctuary; at the level of the highway; and at the foot of a steep slope where the highway has recently been widened. It is a standard U. S. C. & G. S. and State Survey disk (stamped "95") set in the top of a concrete monument which may contain steel reinforcing. Elevation = 260.461.

94--In Lewiston, Androscoggin County. About 2.0 miles east of Lewiston Postoffice on the main road to Gardiner (Route 126); about 350 feet north of the main highway; about half way between Thorn's Corner and the road to Thorneraig Sanctuary; on the summit of a low ledge ridge. It is a standard U. S. C. & G. S. and State Survey disk (stamped "l-94") set in ledge. Elevation = 320.229.

93--In Lewiston, Androscoggin County. The station is in the lawn of the Lewiston City Armory in front of the north side entrance door; is buried about 2 inches below the ground surface; is 76.71 feet from the northeast brick corner of the Armory; and 64.22 feet from the northeast lower step of the main entrance of the Armory. It is a standard U. S. C. & G. S. and State Survey disk (stamped "l-93") set in the top of a concrete monument which may contain reinforcing. Elevation = 240.705.

92--In Lewiston, Androscoggin County. The station is buried in the lawn of the new Lewiston High School; two inches below the ground surface; 130.20 feet from the nearest corner of the High School, and 105.85 feet from the top of a fire hydrant across the street. It is located near the corner of Campus and Central Street; and is a standard U. S. C. & G. S. and State Survey disk (stamped "l-92") set in the top of a concrete monument which may contain reinforcing. Elevation = 243.997.

Line 3. Augusta to Lewiston Via Route 11
(Second-order leveling)

60--In Augusta, Kennebec County. Starting from the State House in Augusta travel to the Augusta-Lewiston Road Route 11 and thence west on route 11 a total distance of about 2.3 miles to the intersection;

about 78 feet from the north west corner of MacAuley's Cafe; and 24 feet from the centerline of Winthrop Street. It is a standard U. S. C. & G.S. and State Survey disk (stamped "60") set in the top of a concrete monument which may contain reinforcing steel. Elevation = 293.908.

61--In Augusta, Kennebec County. Starting from the State House in Augusta travel to the Augusta-Lewiston road (Route 11) and thence west on route 11 a total distance of about 2.5 miles to house owned by Shirley Shaw. The station is 116.0 feet from the north corner of the porch on his house; 23.7 feet south of the centerline of the road; 92.0 feet from southwest corner of house owned by Merrill Lee; and 49.0 feet from an ash tree. It is a standard U.S.C. & G.S. and State Survey disk (stamped "61") set in the top of a concrete monument which may contain reinforcing steel. Elevation = 330.990.

62--In Manchester, Kennebec County. Starting from the State House in Augusta travel to and thence westerly on the Augusta-Lewiston Road (Route 11) a total distance of 4.6 miles to a point 0.1 mile ^{west} of the center of Manchester Village. The station is 353 feet west of the intersection of Route 11 with the produced tangent of the west Gardner-Litchfield Road; and 30 feet south of the centerline of Route 11. It is a Standard U.S.C. & G.S. and State Survey disk (stamped "62") set in the top of a concrete monument which may contain reinforcing steel. Elevation = 214.603.

63--In Manchester, Kennebec County. This station is located on the main Augusta-Lewiston Road 11) about 0.4 miles west of the center of Manchester Village 283 feet west of the west side of the fence around the C.M.P. Co. transformer station; and 25.0 feet north of the center line of the road. It is a standard U. S. C. & G. S. and State Survey disk (stamped "63") set in the top of a concrete monument which may contain reinforcing steel. Elevation = 211.699.

64--In Winthrop, Kennebec County. The station is located on the main Augusta-Lewiston highway (Route 11) on the top of a hill about 1.2 miles west of the center of Manchester Village; 368 feet west of the west side of a farmhouse owned by W. S. Wyman; 300 feet west of the west end of Augusta Golf Grounds; 37 feet north of the centerline of the road; and 30 feet south of southwest corner of an old stone cellar wall. It is a standard U. S. C. & G. S. and State Survey disk (stamped "64") set in the top of a concrete monument which may contain reinforcing steel. Elevation = 245.329.

65--In Winthrop, Kennebec County. This station is located on the south side of the main Augusta-Lewiston highway (Route 11) about 1.6 miles west of the center of Manchester Village; 200 feet from the shore of Cobooseecontee Pond; 106.0 feet northwest of the northwest corner of Armour's Main Camp, a brown shingled bungalow; and 6 feet northwest of the tenth pine tree in a row running in an east and west direction, planted approximately 15 feet apart. It is a standard U. S. C. & G. S. and State Survey disk (stamped "65") set in the top of a concrete monument which may contain reinforcing steel. Elevation = 175.720.

66--In Winthrop, Kennebec County. This station is located on the main Augusta-Lewiston highway (Route 11) about 2.8 miles east of

Winthrop Postoffice nearly on the summit of a steep hill sloping to the west 405.5 feet west of west side of farm house owned by a Mr. Pierce; and 30 feet north of the centerline of the road. It is a standard U. S. C. & G. S. and State Survey disk (stamped "66") set in the top of a concrete monument which may contain reinforcing steel. Elevation = 323.047.

67--In Winthrop, Kennebec County. This station is located in the southwest corner of the intersection of the main Augusta-Lewiston highway (Route 11) and the Baileyville Road; about 2.6 miles east of the Winthrop Postoffice; 63 feet northwest from center of rock maple tree with two main branches; and 17 feet from road intersection. It is a standard U. S. C. & G. S. and State Survey disk (stamped "67") set in the top of a concrete monument which may contain reinforcing steel. Elevation = 261.604.

68--In Winthrop, Kennebec County. This station is located on the north side of the main Augusta-Lewiston highway (Route 11) about 1.1 miles east of Winthrop Postoffice; 215 feet east of centerline of house owned by G. L. Spear; and 50 feet east of a cleared plot of ground. It is a standard U. S. C. & G. S. and State Survey disk (stamped "68") set in the top of a concrete monument which may contain reinforcing steel. Elevation = 372.072.

69--In Winthrop, Kennebec County. This station is located on the main Augusta-Lewiston highway (Route 11) 0.8 miles east of Winthrop Postoffice, opposite the farm building of a Mr. Peck in line with the large door in his barn and the center of the Winthrop standpipe; 24 feet south of the centerline of the road 79.5 feet from a well; and 51.5 feet from an ash tree in a stone wall. It is a standard U. S. C. & G. S. and State Survey disk (stamped "69") set in the top of a concrete monument which may contain reinforcing steel. Elevation = 391.466.

70--In Winthrop, Kennebec County. In Maine Central R. R. right of way, about 1770 feet south of the south end of the Winthrop passenger station and 36.6 feet west of the west rail of the main line track. It is a standard U. S. C. & G. S. and State Survey disk (stamped "70") set in a concrete monument which probably contains reinforcing steel. Elevation = 218.752.

71--In Winthrop, Kennebec County. In the Maine Central R. R. right of way, 1256 feet south of the south end of the Winthrop passenger station, and 35.3¹/₄ feet west of the west rail of the main line track. It is a standard U. S. C. & G. S. and State Survey disk (stamped "71") set in a concrete monument which probably contains reinforcing steel. Elevation = 222.936.

✓ 72--In Winthrop, Kennebec County. Within the right of way of the main road leading from Winthrop to Lewiston (Route 11) about 2.0 miles southwest of the railroad crossing at Winthrop, 19 feet west of the centerline of highway, 2¹/₄ feet east of a stone wall, 31.3 feet west of a concrete retaining wall and 3.6 feet southerly from the southerly line of the house occupied by Nason Cobb. The station is a standard monument which may contain reinforcing. Elevation = 272.329.

✓ 73--In Winthrop, Kennebec County. Within the right of way of the

main highway leading from Winthrop to Lewiston (Route 11) and about 2.2 miles southwest of a railroad crossing at Winthrop. The station is about 34.3 feet east of the centerline of the highway 142 feet south of the north wall of a beer garden operated by Peter Thannum, 557 feet north of a highway leading from Route 11 to the east. It is a standard U. S. C. & G. S. and State Survey disk (stamped "73") set in a concrete monument which probably contains reinforcing steel. Elevation = 250.725.

✓ 74--In Monmouth, Kennebec County. Within the right of way of the main road leading from Winthrop to Lewiston (Route 11), and 3.2 miles west of the railroad crossing at Winthrop. The station is about 20.2 feet west of the center of the pavement, 209.2 feet from the southwest corner of a barn owned by J. A. Richardson 4.2 feet southwest of the fourth elm tree toward Winthrop in a line of trees extending along the highway in front of the Richardson buildings. It is a standard U. S. C. & G. S. and State Survey disk (stamped "74") set in a concrete monument which probably contains reinforcing steel. Elevation = 265.795.

✓ 75--In Monmouth, Kennebec County. Within the right of way of the main highway leading from Winthrop to Lewiston (Route 11) about 3.3 miles southwest of the railroad crossing at Winthrop and about 1462 feet northeast of a crossroad leading from North Monmouth to Anna-bessacook railroad station. The station is 27.8 feet northwest of the center of the pavement. It is a standard U. S. C. & G. S. and State Survey disk (stamped "75") set in a concrete monument which probably contains reinforcing steel. Elevation = 254.038.

76--In Monmouth, Kennebec County. Within the right of way of the highway leading from Winthrop to Lewiston (Route 11), about 5.3 miles southwest of the railroad crossing at Winthrop. The station is 23 feet east of the centerline of pavement, about 685 feet north of the Monmouth Academy main building and 36.2 feet north of the line of the south wall of the main portion of the house occupied by F. J. Washburn. It is a standard U. S. C. & G. S. and State Survey disk (stamped "76") set in a concrete monument which may contain reinforcing steel. Elevation = 422.773.

77--In Monmouth, Kennebec County. Just off the main highway leading from Winthrop to Lewiston (Route 11) about 5.4 miles southwest of the railroad crossing at Winthrop and 21.5 feet west of the center line of a highway leading from Route 11 to Monmouth Village. The station is 334 feet south of the intersection of the centerlines of the above-mentioned highways and 238 feet north of the north wall of the main brick building of Monmouth Academy. It is a standard U. S. C. & G. S. and State Survey disk (stamped "77") set in a concrete monument which may contain reinforcing steel. Elevation = 423.895.

78--In Monmouth, Kennebec County. Within the right of way of the main highway leading from Winthrop to Lewiston about 6.8 miles southwest of the railroad crossing at Winthrop Village and at the summit of Morris Hill. The station is 26.7 feet east of the centerline of pavement and 10.7 feet southwest of the southwest wall of the barn with

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
1934

O.W.A. 1933-1935
GEOGRAPHIC POSITIONS

Accession No. of Computation:

Locality: Androscoggin and Kennebec Counties

North American 1927 Datum. Third

-order Triangulation. State Maine

STATION	LATITUDE AND LONGITUDE	SECONDS IN METRES	AZIMUTH	BACK AZIMUTH	TO STATION	DISTANCE		
						LOGARITHM (METRES)	METRES	FEET
Bradbury 2 (U.S.C.&G.S.)	43 51 06.714							
	70 10 56.370							
Ararat (U.S.C.&G.S.)	43 56 24.766	76 39 21.8	256 30 06.7	Bradbury 2	4,263 713	18,353.2	60,214	
	69 57 36.177							
Sebattus (U.S.C.&G.S.)	44 08 37.219	17 12 30.3	197 08 11.2	Bradbury 2	4,144 019	28,120.2	92,425	
	70 04 13.589	337 07 50.1	157 12 47.2	Ararat	4,389 662	24,528.0	80,472	
Robinson 1934 d.m.	44 04 03.587	12 26 15.3	192 24 08.9	Bradbury 2	4,275 599	18,862.5	61,885	
	70 07 54.332	206 39 07.2	26 41 20.0	Sebattus	3,975 486	9,451.2	31,008	
		315 44 21.3	135 51 30.8	Ararat	4,295 612	19,753.4	64,808	
Rand 1934 d.m.	44 06 00.525	250 31 24.6	70 38 34.2	Sebattus	4,162 806	14,548.1	47,730	
	70 15 00.679	290 47 25.3	110 52 21.9	Robinson	4,005 428	10,149.1	33,298	
		316 05 53.0	166 08 42.7	Bradbury 2	4,355 880	22,692.8	74,451	
Patten 1934 d.m.	44 11 32.485	37 33 49.8	217 29 43.2	Rand	4,111 258	12,919.9	42,388	
	70 09 06.560	312 46 17.6	132 49 20.8	Sebattus	3,901 659	7,952.3	26,123	
Jackson 1934 d.m.	44 08 59.883	39 31 35.9	239 29 13.0	Rand	3,859 821	7,175.0	23,340	
	70 11 35.378	215 03 05.7	35 04 49.4	Patten	3,760 017	5,754.6	18,880	
		274 19 51.2	94 24 38.0	Sebattus	3,962 784	9,178.8	30,114	
David 1934 d.m.	44 06 24.363	77 27 44.8	257 26 01.4	Rand	3,529 615	3,385.4	11,107	
	70 12 38.103	194 42 53.8	14 43 33.3	Jackson	3,695 747	4,963.0	16,283	

* No check on this position. Abbreviations used: d.=described; m.=marked; n.=not; r.=recovered; l.=lost; p.=probably lost. (Example: n. d.=not described; p. l.=probably lost.)

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
1934

O.W.A. 1933-1935
GEOGRAPHIC POSITIONS

Accession No. of Computation:

Locality: Androscoggin and Kennebec Counties

North American 1927 Datum. Third

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STATION	LATITUDE AND LONGITUDE	SECONDS IN METRES	AZIMUTH	BACK AZIMUTH	TO STATION	DISTANCE		
						LOGARITHM (METRES)	METRES	FEET
Webber 1934 d.m.	44 05 13.711	107 24 32.4	287 22 08.0	Rand	3,684 382	4,834.8	15,862	
	70 11 33.267	119 02 07.5	329 01 26.5	David	3,405 387	2,543.2	8,344	
		179 36 51.1	359 36 52.6	Jackson	3,813 914	6,980.9	22,903	
		235 22 28.0	55 27 13.1	Sebattus	4,045 973	11,065.5	36,304	
Hedgehog 1934 d.m.	44 06 58.556	124 53 24.3	301 50 36.0	Jackson	3,816 278	6,550.6	21,491	
	70 07 33.608	166 16 47.7	346 15 43.0	Patten	3,939 695	8,703.5	28,555	
		231 07 34.1	51 09 32.5	Sebattus	3,686 088	4,853.9	15,925	
Norris 1934 d.m.	44 11 16.253	8 01 41.1	188 00 54.8	Sebattus	4,023 983	10,567.8	34,671	
	70 03 37.187	55 22 32.4	235 18 42.7	Patten	3,918 854	8,889.0	29,163	
Danforth 1934 d.m.	44 09 25.653	74 42 56.2	254 40 05.0	Sebattus	3,752 998	5,662.4	18,577	
	70 00 37.840	109 09 19.4	289 03 24.9	Patten	4,077 726	11,959.9	39,238	
		156 04 31.1	336 02 26.1	Norris	3,993 840	9,813.9	32,198	
Ridge, 1934 d.m.	44 10 56.286	46 39 31.9	226 37 09.4	Sebattus	3,795 993	6,251.6	20,510	
	70 01 19.025	241 53 01.2	161 53 29.9	Danforth	3,168 825	2,943.2	9,656	
Pease 1934 d.m.	44 12 50.749	33 27 28.7	213 25 17.7	Danforth	3,880 016	7,586.1	24,889	
	69 57 29.624	55 16 46.0	235 14 06.0	Ridge	3,792 340	6,199.3	20,339	
Dennis 1934 d.m.	44 11 26.460	62 20 17.1	212 16 34.3	Danforth	3,904 356	8,023.4	26,323	
	69 55 18.042	131 11 45.8	311 10 14.0	Pease	3,592 410	3,912.1	12,835	
Harper 1934 d.m.	44 13 30.337	34 45 53.5	214 44 30.2	Dennis	3,667 795	4,653.7	15,268	
	69 53 18.559	77 39 27.9	257 36 32.8	Pease	3,756 292	5,705.5	18,739	

* No check on this position. Abbreviations used: d.=described; m.=marked; n.=not; r.=recovered; l.=lost; p.=probably lost. (Example: n. d.=not described; p. l.=probably lost.)

DEPARTMENT OF COMMERCE
U.S. GEOGRAPHIC SURVEY
TENTH ANNUAL REPORT
1934-1935

O.W.A. 1933 - 1935
GEOGRAPHIC POSITIONS

Accession No. of Computation:

Locality Androscoggin and Kennebec Counties

North American 1927 Datum

Third

-order Triangulation. State Maine

STATION	LATITUDE AND LONGITUDE	ELEVATION IN METERS	AZIMUTH	BACK AZIMUTH	TO STATION	DISTANCE		
						LOCALITY (METERS)	METERS	FEET
✓ Shields 1934 d.m.	44 15 30.696		35 16 41.5	215 14 07.8	Dennis	3,928 183	8,475.8	27,808
	69 51 37.622		61 05 36.9	241 01 51.4	Pearce	3,950 683	8,926.5	29,286
✓ Tibbets 1934 d.m.	44 12 28.377		61 08 02.6	241 06 13.8	Dennis	3,597 339	3,956.8	12,982
	69 52 42.016		157 01 04.4	337 00 38.9	Harpers	3,317 514	2,077.4	6,816
✓ Moores 1934 d.m.	44 12 40.223		85 59 20.9	265 56 38.0	Tibbets	3,715 861	5,198.3	17,055
	69 48 48.455		104 29 30.1	284 26 21.7	Harpers	3,791 812	6,192.2	20,316
✓ Hysom 1934 d.m.	44 11 44.817		86 42 00.7	266 36 55.0	Dennis	3,987 650	9,719.2	31,887
	69 48 01.136		102 11 32.2	282 08 15.3	Tibbets	3,804 823	6,380.0	20,932
			114 50 06.5	294 16 24.1	Harpers	3,890 049	7,763.3	25,470
			112 55 31.4	322 53 00.4	Shields	3,901 281	7,966.7	26,137
			118 26 19.7	328 25 45.7	Moores	3,302 556	2,007.0	6,585
✓ Winters Hill (U.S.C.&G.S.)	44 16 53.928		26 25 11.6	206 22 42.7	Hysom	4,027 416	10,651.6	34,946
	69 44 27.715		71 33 50.4	251 28 50.3	Shields	4,002 320	10,053.6	32,984
✓ Telegraph Hill (U.S.C.&G.S.)	44 10 27.530		118 30 30.7	298 28 12.8	Hysom	3,699 066	5,001.1	16,408
	69 44 43.236		181 39 11.1	1 39 22.0	Winters Hill	4,076 689	11,931.3	39,145
✓ Burnt Hill (U.S.C.&G.S.)	44 19 13.932		320 30 01.8	140 31 54.0	Winters Hill	3,748 113	5,599.0	18,369
	69 47 08.322							
✓ Quarry 1934 d.m.	44 18 27.564		21 24 55.4	201 23 41.9	Shields	3,805 776	6,394.0	20,978
	69 49 52.588		246 50 03.2	66 51 57.8	Burnt Hill	3,597 094	3,951.5	12,974
			290 59 37.7	111 03 24.5	Winters Hill	3,887 130	7,711.3	25,299

* No check on this position. Abbreviations used: d.m.=described; m.=marked; n.=not; r.=recovered; l.=lost; p.=probably. (Example: n. d.=not described; p. l.=probably lost.)

DEPARTMENT OF COMMERCE
U.S. GEOGRAPHIC SURVEY
TENTH ANNUAL REPORT
1934-1935

O.W.A. 1933-1935
GEOGRAPHIC POSITIONS

Accession No. of Computation:

Locality Androscoggin and Kennebec Counties

North American 1927 Datum

Third

-order Triangulation. State Maine

STATION	LATITUDE AND LONGITUDE	ELEVATION IN METERS	AZIMUTH	BACK AZIMUTH	TO STATION	DISTANCE		
						LOCALITY (METERS)	METERS	FEET
✓ Sand Hill 1935 d.m.	44 21 18.719		32 23 52.6	212 22 04.4	Quarry	3,806 310	6,401.9	21,004
	69 47 17.635		356 55 59.4	176 56 06.0	Burnt Hill	3,586 270	3,857.2	12,655
✓ Wyman 1934 d.m.	44 20 20.133		253 21 02.8	78 24 13.9	Sand Hill	3,800 811	6,321.4	20,739
	69 51 51.099		288 02 07.5	108 05 25.1	Burnt Hill	3,818 891	6,590.1	21,821
			323 49 03.8	1 43 50 26.8	Quarry	3,619 046	4,457.0	14,623
✓ Peak 1934 d.m.	44 18 39.656		247 12 49.0	67 16 42.2	Wyman	3,904 085	8,018.3	26,307
	69 57 24.805		272 47 30.7	92 52 46.8	Quarry	4,001 721	10,039.8	32,939
✓ Woolworth 1934 d.m.	44 16 07.813		174 47 39.5	354 47 26.0	Peak	3,672 667	1,706.2	15,440
	69 57 05.539		246 23 13.1	66 28 15.9	Quarry	4,020 284	10,478.1	34,377
			283 35 31.7	103 39 20.6	Shields	3,874 165	7,484.5	24,555
✓ Pisgah 1934 d.m.	44 18 21.610		20 44 15.4	200 42 45.2	Norris	3,908 328	8,097.1	26,565
	70 01 27.987		264 04 34.6	84 07 24.4	Peak	3,733 893	5,418.7	17,778
			305 20 14.9	125 23 18.1	Woolworth	3,853 428	7,135.6	23,411
✓ Prescott 1934 d.m.	44 14 09.578		29 57 28.1	209 54 22.7	Sebattus	4,073 249	11,837.2	38,836
	70 00 17.641		92 40 59.1	272 38 39.9	Norris	3,616 696	4,433.0	14,541
			168 39 58.2	348 39 09.1	Pisgah	3,899 494	7,934.0	26,030
			229 24 29.8	49 26 43.8	Woolworth	3,719 028	5,610.8	18,408

* No check on this position. Abbreviations used: d.m.=described; m.=marked; n.=not; r.=recovered; l.=lost; p.=probably. (Example: n. d.=not described; p. l.=probably lost.)

DEPARTMENT OF COMMERCE
U. S. GEOLOGICAL SURVEY
1933-1935

C.W.A. 1933-1935
GEOGRAPHIC POSITIONS

Accession No. of Computation:

Locality Androscoggin and Kennebec Counties

North American 1927 Datum.

Third -order Triangulation. State Maine

STATION	LATITUDE AND LONGITUDE	SECONDS IN METERS	AZIMUTH	BACK AZIMUTH	TO STATION	DISTANCE		
						LOGARITHM (METERS)	METERS	FEET
Station 31 1934 d.m.	44 12 35.456		248 53 05.9	68 53 17.9	Moores	2.611 082	1,084	3,410
	69 49 05.615		317 30 14.5	137 30 59.5	Hysom	3.326 248	2,119.6	6,954
Station 33 1934 d.m.	44 12 15.973		115 04 11.7	325 03 21.3	Harpers	3.147 138	2,799.9	9,186
	69 52 06.332		260 18 43.4	80 21 01.4	Moores	3.619 004	4,156.6	14,621
Station 32, 1934 d.m.	44 12 19.790		78 53 26	258 53 07	Station 33	2.786 252	611.3	2,006
	69 51 39.316							
Station 35 1934 d.m.	44 12 07.237		203 59 18.0	23 59 53.8	Harpers	3.448 320	2,807.5	9,211
	69 54 09.983		251 31 07.6	71 32 08.9	Tibbetta	3.323 711	2,059.3	6,756
Station 36, 1934 d.m.	44 12 05.041		259 50 43	79 50 55	Station 35	2.584 987	384.6	1,262
	69 51 27.032							
Station 38 1934 d.m.	44 11 44.422		141 48 27.3	321 47 36.7	Pease	3.415 817	2,605.1	8,547
	69 56 17.069		230 27 50.6	50 29 55.1	Harpers	3.710 751	5,137.5	16,855
			292 55 06.9	112 55 48.1	Dennis	3.153 284	1,423.3	4,670
Station 37 1934 d.m.	44 11 26.895		190 24 46	10 24 49	Station 38	2.740 400	556.0	1,804
	69 56 21.546							
Station 48 1934 d.m.	44 10 52.272		26 34 49.0	206 34 07.1	Danforth	3.475 570	2,989.3	9,807
	69 59 37.647		93 09 32.6	273 08 21.7	Ridge	3.353 191	2,255.2	7,399
Station 49 1934 d.m.	44 10 47.086		228 59 16.0	48 59 21.0	Station 48	2.387 265	243.9	800
	69 59 45.933							

* No check on this position. Abbreviations used: d.=described; m.=marked; n.=not; r.=recovered; l.=lost; p.=probably. (Example: n. d.=not described; p. l.=probably lost.)

DEPARTMENT OF COMMERCE
U. S. GEOLOGICAL SURVEY
1933-1935

C.W.A. 1933-1935
GEOGRAPHIC POSITIONS

Accession No. of Computation:

Locality Androscoggin and Kennebec Counties

North American 1927 Datum.

Third -order Triangulation. State Maine

STATION	LATITUDE AND LONGITUDE	SECONDS IN METERS	AZIMUTH	BACK AZIMUTH	TO STATION	DISTANCE		
						LOGARITHM (METERS)	METERS	FEET
Station 51 1934 d.m.	44 09 59.581		185 26 27.0	5 26 32.9	Ridge	3.215 019	1,758.1	5,768
	70 01 26.530		314 03 43.1	134 04 17.0	Danforth	3.177 734	1,505.7	4,940
Station 50 1934 d.m.	44 10 02.861		67 39 18.0	247 39 10.0	Station 51	2.425 306	266.3	874
	70 01 15.446		85 04 52.8	265 03 39.2	Sebattus	3.374 859	2,370.6	7,778
Station 53 1934 d.m.	44 08 43.818		208 06 01.8	28 07 10.3	Ridge	3.666 089	4,635.4	15,208
	70 02 57.323		247 22 19.0	67 23 56.2	Danforth	3.526 080	3,358.0	11,017
Station 52 1934 d.m.	44 08 53.191		44 13 41.0	224 43 32.0	Station 53	2.609 828	407.2	1,336
	70 02 44.429							
Station 54 1934 d.m.	44 11 52.286		37 44 54.7	217 43 04.9	Danforth	3.757 594	5,722.6	18,775
	69 58 00.181		68 38 38.8	218 36 20.0	Ridge	3.675 990	4,742.3	15,559
Station 55, 1934 d.m.	44 09 45.106		78 17 50.4	258 16 19.7	Danforth	3.470 853	2,957.0	9,701
	69 58 27.535		188 47 45.0	8 48 04.1	Station 54	3.599 027	3,972.2	13,032
Station 46 1934 d.m.	44 11 18.396		14 47 35.9	194 47 12.0	Station 55	3.473 938	2,978.1	9,771
	69 57 53.311		171 42 08.7	351 42 03.9	Station 54	3.024 102	1,057.1	3,468
Station 47 1934 d.m.	44 11 23.212		343 17 22	163 17 23	Station 46	2.190 875	155.2	509
	69 57 55.320							
Station 56 1934 d.m.	44 07 21.282		81 14 39.6	263 32 17.3	Hedgehog	3.662 516	4,597.7	15,084
	70 04 09.253		161 57 50.0	341 57 26.1	Sebattus	3.391 811	2,465.0	8,087
Station 57 1934 d.m.	44 07 39.383		342 16 34.5	162 16 39.9	Station 56	2.768 280	586.5	1,924
	70 04 17.284							

* No check on this position. Abbreviations used: d.=described; m.=marked; n.=not; r.=recovered; l.=lost; p.=probably. (Example: n. d.=not described; p. l.=probably lost.)

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODYS. SURVEY
Form 20
Ed. 1933-1935

C.W.A. 1933-1935
GEOGRAPHIC POSITIONS

Accession No. of Computation:

Locality Androscoggin and Kennebec Counties

North American 1927 Datum

Third

-order Triangulation. State, Maine

STATION	LATITUDE AND LONGITUDE	Seconds in Minutes	AZIMUTH	BACK AZIMUTH	TO STATION	DISTANCE		
						LOGARITHM (METERS)	METERS	FEET
Station 58 1934 d.m.	44° 07' 29.974		229 39 45.5	149 39 56.3	Station 57	2.651 912	148.7	1,472
	70 04 32.666		297 15 47.2	117 16 03.4	Station 56	2.767 617	585.6	1,921
Station 59 1934 d.m.	44 07 00.762		87 32 42.3	267 31 52.7	Hedgehog	3.200 224	1,585.7	5,202
	70 06 22.362		216 24 07.1	36 25 15.9	Sebattus	3.568 124	3,699.3	12,137
Station 61B (Temp.)	44 19 11.057		129 35 54.6	309 34 33.3	Wyman	3.524 491	3,345.7	10,977
	69 49 54.727		268 36 18.4	88 38 14.7	Burnt Hill	3.566 860	3,688.6	12,102
Station 61A (Temp.)	44 19 16.450		0 53 57.2	180 53 57.1	Station 61B (Temp.)	2.221 336	166.5	516
	69 49 54.609							
Station 61 1934 d.m.	44 19 11.688		88 11 41.4	268 11 21.9	Station 61B (Temp.)	2.790 309	617.0	2,021
	69 49 26.896		103 27 46.7	283 27 27.3	Station 61A (Temp.)	2.800 339	631.4	2,072
Station 60 1934 d.m.	44 19 09.007		100 37 31.9	280 37 18.0	Station 61	2.652 122	148.9	1,473
	69 49 06.987							
Station 63 1934 d.m.	44 19 25.370		193 29 46.4	13 29 59.2	Wyman	3.240 134	1,738.3	5,703
	69 52 09.413							
Station 62 1934 d.m.	44 19 26.830		84 28 00.3	264 27 45.6	Station 63	2.669 545	467.2	1,533
	69 51 48.125							
Bench 1	44 19 27.346		281 08 56.6	101 09 06.4	Station 63	2.498 839	315.4	1,035
	69 52 23.377							
Station 64 1934 d.m.	44 19 28.199		271 11 19.7	91 11 47.8	Bench 1	2.919 884	891.0	2,923
	69 53 03.571							

* No check on this position. Abbreviations used: d.=described; m.=marked; n.=not; r.=recovered; l.=lost; p.=probably. (Example: n. d.=not described; p. l.=probably lost.)

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODYS. SURVEY
Form 20
Ed. 1933-1935

C.W.A. 1933-1935
GEOGRAPHIC POSITIONS

Accession No. of Computation:

Locality Androscoggin and Kennebec Counties

North American 1927 Datum

Third

-order Triangulation. State, Maine

STATION	LATITUDE AND LONGITUDE	Seconds in Minutes	AZIMUTH	BACK AZIMUTH	TO STATION	DISTANCE		
						LOGARITHM (METERS)	METERS	FEET
Station 65 1934 d.m.	44 19 14.506		238 36 47.3	58 37 09.7	Station 64	2.909 334	811.6	2,663
	69 53 34.838							
Windmill (Temp.)	44 18 46.687		83 40 16.8	263 38 57.7	Peak	3.402 161	2,524.4	8,282
	69 55 31.599							
Station 66 1934 d.m.	44 19 12.491		28 19 58.1	208 19 45.6	Windmill (Temp.)	2.921 946	834.7	2,739
	69 55 13.724		70 46 47.0	250 45 15.4	Peak	3.488 085	3,076.7	10,094
Station 67 1934 d.m.	44 19 10.751		263 13 03.1	83 13 17.3	Station 66	2.657 970	455.0	1,493
	69 55 34.111							
Station 68 1934 d.m.	44 18 37.637		98 58 44.5	278 58 32.1	Peak	2.601 434	399.4	1,310
	69 57 07.004							
Station 69 1934 d.m.	44 18 29.601		166 25 48.3	346 25 46.0	Peak	2.504 179	319.3	1,048
	69 57 21.425		232 11 07.2	52 11 17.3	Station 68	2.607 005	404.6	1,327
Station 70 1934 d.m.	44 17 59.454		235 34 18.7	55 35 15.7	Peak	3.341 473	2,195.2	7,202
	69 58 46.501		326 58 46.8	146 59 57.3	Woolworth	3.613 761	4,109.2	13,482
Station 71 1934 d.m.	44 18 04.354		15 34 56.8	195 34 55.5	Station 70	2.195 902	157.0	515
	69 58 44.598							
Station 72 1934 d.m.	44 17 22.054		137 57 10.4	317 56 18.2	Pisgah	3.393 706	2,475.7	8,122
	70 00 13.180		237 17 37.1	57 19 34.7	Peak	3.616 886	4,434.9	14,550
Station 73 1934 d.m.	44 17 15.748		201 31 50.3	21 31 52.7	Station 72	2.320 665	209.2	686
	70 00 16.844							

* No check on this position. Abbreviations used: d.=described; m.=marked; n.=not; r.=recovered; l.=lost; p.=probably. (Example: n. d.=not described; p. l.=probably lost.)

DEPARTMENT OF COMMERCE
U. S. POSTAL SERVICE
Form 12 B
1-12-1940

C.W.A. 1933-1935
GEOGRAPHIC POSITIONS

Accession No. of Computation:

Locality Androscoggin and Kennebec Counties

North American 1927

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irrigation. State Maine

STATION	LATITUDE AND LONGITUDE	SECONDS IN METERS	AZIMUTH	BACK AZIMUTH	TO STATION	DISTANCE		
						LOGARITHM (METERS)	METERS	FEET
Station 75 1934 d.m.	44 16 27.660		173 13 09.0	353 12 55.8	Pisgah	3.519 241	3,511.9	11,620
	70 01 09.119		276 26 44.9	96 29 34.9	Woolworth	3.735 313	5,436.8	17,837
Station 74 1934 d.m.	44 16 32.009		42 29 20.8	222 29 16.9	Station 75	2.260 159	182.0	597
	70 01 03.575							
Station 76 1934 d.m.	44 15 08.336		47 20 23.9	227 19 29.1	Norris	3.375 109	2,372.0	7,782
	70 02 18.582		304 02 25.4	124 03 49.8	Prescott	3.510 397	3,238.9	10,626
Station 77 1934 d.m.	44 15 03.936		184 07 45.5	4 07 45.8	Station 76	2.134 084	136.2	447
	70 02 19.024							
Station 79 1934 d.m.	44 14 17.445		276 27 46.2	96 27 56.4	Norris	2.514 350	326.9	1,073
	70 03 51.822							
Station 78 1934 d.m.	44 14 25.525		41 58 20.4	221 58 13.4	Station 79	2.525 628	335.4	1,100
	70 03 41.712		240 39 46.3	160 39 49.5	Norris	2.481 884	303.3	995
Station 81 1934 d.m.	44 13 01.236		229 30 06.3	49 31 31.5	Norris	3.552 210	3,566.2	11,700
	70 05 39.393		351 20 44.2	171 21 23.1	Sebattus	3.916 067	8,242.7	27,043
Station 80 1934 d.m.	44 13 10.187		27 07 27.8	207 07 23.4	Station 81	2.491 950	310.4	1,018
	70 05 33.017							
Station 82 1934 d.m.	44 11 21.236		118 13 26.4	298 13 06.1	Patten	2.865 831	734.2	2,409
	70 08 37.429							
Station 83 1934 d.m.	44 11 20.239		131 05 03.6	311 04 49.9	Patten	2.759 794	575.2	1,887
	70 08 47.039		261 47 43.5	81 47 50.1	Station 82	2.333 695	215.6	707

¹ No check on this position.

¹ No check on this position. Abbreviations used: d = described; m = marked; n = not; r = recovered; l = lost; p = probably. (Examples: n. d. = not described; p. l. = probably lost.)

DEPARTMENT OF COMMERCE
U. S. EAST COAST FISHERY SURVEY
Report No. B
Vol. I and II

C.W.A. 1933-1935
GEOGRAPHIC POSITIONS

Accession No. of Computation:

Locality: Androscoggin and Kennebec Counties

North American 1987 Datum

Th

d order

** No check on this position.*

Abbreviations used: d = described; m = masked; n = not; r = recovered; l = lost; p = probably. (Examples: n, d = not described; p, l = probably lost).

DEPARTMENT OF COMMERCE
U. S. POSTAGE AND TELEGRAPH SERVICE
FORM 38-B
EFFECTIVE JUNE

C. W. A. 1933-1935
GEOGRAPHIC POSITIONS

Accession No. of Computation:

Locality. Lincoln - Knox - Waldo Counties

North American 1927 Datum Third

—order Triangulation. State Maine

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
FORM 28-1B
2-2 APRIL 1949

C. W. A. 1933 - 1935
GEOGRAPHIC POSITIONS

Accession No. of Computation:

Locality Sagadahoc and Lincoln Counties

North American 1927 Datum Third

—order Triangulation. State Maine

¹No check on this position. Abbreviations used: d = described; m = marked; n = not; r = recovered; l = lost; p = probably. (Examples: n, d = not described; n, l = probably lost)