

TABLE OF ALTITUDES.

Cincinnati, Indianapolis, St. Louis & Chicago Railway. Station Levels Between Indianapolis and Cincinnati.

| Distance from Indianapo- lis. Miles. | STATIONS. | Above Ocean Elevation. Feet. |
|--|--|------------------------------------|
| 0 | Union Depot, Indianapolis | 721.20 |
| | Shops, Indianapolis | 747 |
| | Pleasant Run, rail. | 769 |
| 7 | Poplar Grove | 861 |
| 9 | Gallaudet | 864 |
| 13 | Acton | 804 |
| | Buck Creek, bed | 770 |
| | Sugar Creek, bed. | 762 |
| 16 | London. | 787 |
| 20 | Fairland | 786 |
| | Brandywine, bed. | 763 |
| | Blue River, bed | 759 |
| 27 | Shelbyville | 774 |
| | Big Lewis Creek, bed. | 788 |
| 31 | Prescott | 801 |
| | Conn's Creek | 792 |
| 34 | Waldron | 831 |
| 37 | St. Paul. | 864 |
| | Flat Rock, bed | 792 |
| | Clifty Creek, bed | 860 |
| 41 | Adams | 892 |
| 47 | Greensburg | 954 |
| | Sand Creek, bed | 939 |
| 50 | McCoy's | 1,039 |
| 53 | Smith's Crossing. | 1,015 |
| 55 | New Point | 993 |
| | Laughery Creek, bed | 925 |
| | Laughery Creek, rail | 942 |
| 61 | Batesville | 980 |
| 64 | Morris | 994 |
| 68 | Spades | 1,025 |
| 69 | Sunman's | 1,027 |
| 73 | Weisberg | 941 |
| 79 | Harman's | 759 |
| 83 | Guilford | 520 |
| 86 | Lawrenceburg | 500 |
| 89 | Valley Junction, Ohio | 511 |
| | White Water River, Ohio, bed | 479 |

Cincinnati, Indianapolis, St. Louis & Chicago Railway—Continued.

| Distance from Indianapolis. Miles. | STATIONS. | Above Ocean Elevation. Feet. |
|------------------------------------|--|------------------------------|
| 95 | Cleves, Ohio. | 509 |
| 100 | Delhi, Ohio. | 514 |
| 115 | Cincinnati, Ohio—Plum Street Depot | 515 |

Chicago & E. I. Railroad, from Terre Haute to Chicago.

| Distance from Terre Haute. Miles. | STATIONS. | Above Ocean Elevation. Feet. |
|-----------------------------------|--|------------------------------|
| 176 | Lake Michigan, Chicago | 588 |
| 176 | Lake Michigan, high water 1848 | 588 |
| 161 | Dalton | 613 |
| 156 | Thornton | 631 |
| 154 | Glenwood | 638 |
| 151 | Bloom | 695 |
| 147 | Crete | 732 |
| | Goodnow, (summit) | 778 |
| 143 | Goodnow | 752 |
| 140 | Beecher | 732 |
| 133 | Grant | 706 |
| 128 | Momence | 635 |
| | Palmer | 644 |
| 117 | St. Anne | 667 |
| 113 | Papineau | 642 |
| 110 | Martinton | 637 |
| | Pitwood | 652 |
| 100 | Watseka | 645 |
| 96 | Woodland | 648 |
| 90 | Milford | 675 |
| 83 | Wellington | 709 |
| | Hoopeston, (summit) | 735 |
| 78 | Hoopeston | 727 |
| 72 | Rossville | 710 |
| 66 | Alvin | 673 |
| 63 | Bismark | 674 |
| 54 | Danville Junction | 618 |
| | Vermillion River, $\frac{1}{2}$ mile below } | 511 |
| | Danville, low water. | |
| | Danville, high water | 535 |
| | Highest point on T. H. & D. R. R. | 671 |
| 43 | Perrysville | 592 |
| | Perrysville, low water Wabash River | 489 |
| 36 | Eugene | 518 |
| | Eugene, high water in Big Vermillion | ?506 |
| 31 | Newport | 506 |
| 23 | Hillsdale | 500 |
| 15 | Clinton | 504 |
| | Clinton, high water Wabash River | 479 |

Chicago & E. I. Railroad, from Terre Haute to Chicago—Continued.

| Distance from Terre Haute, Miles. | STATIONS. | Above Ocean Elevation. Feet. |
|---|---|------------------------------------|
| 15 | Clinton, low water Wabash River | 464 |
| 10 | Atherton | 533 |
| | Otter Creek Junction | 515 |
| | Terre Haute, Chestnut street | 504 |
| | Terre Haute, low water Wabash River | 451 |
| 0 | Terre Haute, Union Depot | 498 |

Indianapolis, Bloomington & Western Railway, from Indianapolis to Danville, Ill.

| Distance from Indianapo- lis, Miles. | STATIONS. | Above Ocean Elevation. Feet. |
|--|-------------------------------------|------------------------------------|
| 0 | Indianapolis, Union depot | 721.20 |
| 2 | Indianola | 705 |
| 6 | Carter's | 752 |
| 10 | Clermont | 860 |
| 14 | Brownsburg | 893 |
| 18 | Pittsboro'. | 953 |
| 20 | Rainstown | 978 |
| 22 | Lizton | 971 |
| | Dividing ridge | 984 |
| 28 | Jamestown | 968 |
| | Raccoon Creek | 903 |
| 33 | New Ross | 898 |
| 38 | Mace | 852 |
| | Crawfordsville Junction | 798 |
| 43 | Crawfordsville depot | 793 |
| 47 | Troutman's | 695 |
| | Sugar Creek bridge | 675 |
| | Dividing ridge | 825 |
| 54 | Waynetown | 763 |
| 59 | Hillsboro'. | 728 |
| | Coal Creek bridge | 610 |
| 65 | Veedersburg. | 622 |
| | Dividing ridge | 691 |
| 72 | Covington | 537 |
| | Wabash bridge | 529 |
| | Wabash river | 491 |
| 74 | Mound City, Sand Prairie | 577 |
| 80 | Beckwith, State Line | 657 |
| 85 | Danville Junction | 622 |

Chicago & Indiana Block Coal Railway, from Attica to Yeddo.

| Distance from Attica, Miles. | STATIONS. | Above Ocean Elevation. Feet. |
|------------------------------|---|------------------------------|
| 0 | Attica, bottom of Wabash River | 500 |
| | Attica, crossing T. W. & W. R. R. | 545 |
| 4 | Shawnee Creek, bed | 590 |
| 7 | Straders | 649 |
| 7½ | N. fork of Coal Creek, bed | 634 |
| 10 | N. fork of Coal Creek, bed, second crossing | 608 |
| 14 | Veedersburg, I. B. & W. R. R. crossing | 622 |
| 14¾ | Coal Creek, bed | 576 |
| 20¾ | Yeddo | 707 |
| 23 | Harveysburg | 699 |
| 25 | Fountain & Parke Co.'s line, summit | 712 |
| 27 | Sylvania | 694 |
| 30 | Sugar Creek, bed of, } | 499 |
| | Rockport Mills. } | |

Cleveland, Columbus, Cincinnati & Indianapolis Railway, from Indianapolis to Galion.

| Distance from Indianapolis, Miles. | STATIONS. | Above Ocean Elevation. Feet. |
|------------------------------------|--|------------------------------|
| 0 | Indianapolis, Union Depot | 721.20 |
| 4 | Brightwood | 804 |
| 9 | Lawrence | 884 |
| 14 | Oakland | 858 |
| 21 | Fortville | 870 |
| 28 | Pendleton | 859 |
| 37 | Anderson crossing | 907 |
| 41 | Chesterfield | 920 |
| 43 | Daleville | 923 |
| 48 | Yorktown | 937 |
| 53 | Muncie | 961 |
| 60 | Selma | 1018 |
| 67 | Farmland | 1053 |
| 75 | Winchester | 1101 |
| | Harrisville | 1114 |
| 85 | Union, Indiana and Ohio State line | 1121 |
| 94 | Ansonia, Ohio | 1018 |
| 97 | Dawn, Ohio | 1030 |
| 102 | Versailles, Ohio | 984 |
| | Houston, Ohio | 972 |
| | Spafford, Ohio | 1056 |
| 120 | Sidney, Ohio | 982 |
| 126 | Pemberton, Ohio | 1076 |
| 133 | De Graff, Ohio | 1002 |
| | Gretna, Ohio | 1098 |
| 142 | Bellefontaine, Ohio | 1228 |
| | Summit, Ohio | 1359 |

C. C. C. & I. Ry., from Indianapolis to Galion—Continued.

| Distance from Indianapolis, Miles. | STATIONS. | Above Ocean Elevation, Feet. |
|------------------------------------|---------------------------|------------------------------|
| 158 | Ridgeway, Ohio | 1071 |
| 169 | La Rue, Ohio | 939 |
| | Gurleys, Ohio | 933 |
| 183 | Marion, Ohio | 991 |
| 191 | Caledonia, Ohio | 1009 |
| 203 | Galion, Ohio | 1181 |

Jeffersonville, Madison & Indianapolis Railroad.

| Distance from Indianapolis Union depot. | POINT AT WHICH ELEVATIONS ARE TAKEN. | Above Ocean Elevation, Feet. |
|---|--|------------------------------|
| | Mitre sill of Louisville and Portland Canal—upper lock | 390.00 |
| 110.00 | Louisville depot, top of ties or base of rail | 469.91 |
| | Ohio River bridge, long span, base of rail | 507.70 |
| 108.00 | Jeffersonville, ninth street depot, base of rail | 453.62 |
| | Mill Run, bed of stream | 452.30 |
| 102.85 | "Five Mile Station," base of rail | 477.42 |
| | Silver Creek, bed of stream | 441.60 |
| | Silver Branch, bed of stream | 462.00 |
| 99.56 | Sellersburg, base of rail | 490.00 |
| 99.30 | Dividing watershed, original surface | 497.00 |
| 98.20 | Silver Creek, Muddy Fork, bed of stream | 454.50 |
| 96.20 | Hill, base of rail | 507.62 |
| | "Slate Cut," original surface | 519.50 |
| 93.28 | Memphis Station, bed of rail | 500.50 |
| | "Blue Lick" Creek, bed of stream | 483.50 |
| | Cane Run, bed of stream | 492.00 |
| 89.43 | Henryville, base of rail | 515.00 |
| | Wolf Run, base of rail | 518.99 |
| | Wolf Run, bed of stream | 506.80 |
| | (Up grade from this point at 26.93 feet per mile to) | |
| 84.80 | "Summit" Station, base of rail | 630.17 |
| | "Summit" Station, water divide, original surface | 637.50 |
| 81.81 | "Vienna Station," base of rail | 577.89 |
| | "Vienna Station," Pigeon Fork, bed of stream | 558.00 |
| 79.31 | Scottsburgh, base of rail | 582.49 |
| 77.08 | Marshfield, base of rail | 555.00 |
| | "Stucker's Fork," bed of stream | 534.50 |
| 75.00 | Austin, base of rail | 561.00 |
| 74.50 | Water divides, base of rail | 575.75 |
| | South Fork Muscatatack, bed of stream | 527.00 |
| 71.70 | Watershed, hill top, original surface | 577.00 |
| 70.68 | Crothersville Depot, base of rail | 574.34 |
| 69.00 | Retreat Station, base of rail | 551.50 |
| | Vernon Fork Muscatatack, bed of stream | 528.00 |
| 67.01 | Langdon's Station, base of rail | 552.73 |
| 63.88 | Chestnut Ridge Station, base of rail | 570.58 |
| | New Farmington, base of rail | 594.00 |
| | New Farmington, bed of stream | 586.00 |

Jeffersonville, Madison & Indianapolis Railroad—Continued.

| Distance from Indianapolis Union depot. | POINT AT WHICH ELEVATION WAS TAKEN. | Above Ocean Elevation. Feet. |
|---|--|------------------------------------|
| 59.00 | Seymour Crossing, O. & M. R. R. track | 619.99 |
| 56.92 | Rockford Station, base of rail | 593.86 |
| | White River bridge, base of rail | 596.52 |
| | White River, bed of stream | 568.00 |
| | County Line, Jackson and Bartholomew, base of rail | 601.50 |
| 51.75 | Jonesville Station, base of rail | 607.98 |
| 47.81 | Waynesville Station, base of rail | 618.00 |
| 45.70 | Walesboro Station, base of rail | 624.75 |
| | White River bridge, base of rail | 642.52 |
| | White River, bed of stream | 608.50 |
| 41.00 | Columbus Depot, base of rail | 642.52 |
| | Flat Rock Creek, bed of stream | 617.50 |
| 38.08 | Lowell Station, base of rail | 650.59 |
| 34.56 | Taylorsville, base of rail | 668.00 |
| | County Line, Bartholomew and Johnson, base of rail | 684.00 |
| 30.60 | Edinburgh, base of rail | 685.92 |
| | Blue River, bed of stream | 661.00 |
| 29.30 | Water dividing ridge, original surface | 707.00 |
| | Sugar Creek, bed of stream | 678.50 |
| 25.18 | Amity, base of rail | 705.00 |
| 23.20 | Hill top, base of rail | 746.00 |
| | Hurricane Creek, base of rail | 743.00 |
| | Hurricane Creek, bed of stream | 720.00 |
| 20.31 | Franklin Depot, base of rail | 743.50 |
| | Crossing F. F. & M. R. R., base of rail | 747.83 |
| 15.44 | Whiteland, base of rail | 812.50 |
| 11.40 | Locust Grove, highest point on main line, base of rail | 837.77 |
| | Pleasant Run, bed of stream | 809.50 |
| 10.68 | Greenwood Station, base of rail | 824.00 |
| | County Line, Johnson and Marion, base of rail | 806.00 |
| 7.00 | Buck Creek bridge at Southport, base of rail | 770.81 |
| | Buck Creek, bed of stream | 755.00 |
| | Lick Creek bridge, base of rail | 753.00 |
| | Lick Creek, bed of stream | 725.00 |
| | Pleasant Run bridge, base of rail | 729.00 |
| | Pleasant Run, bed of stream | 705.50 |
| 1.00 | Crossing Belt R. R. track, base of rail | 733.83 |
| 0.00 | Indianapolis, Union depot, base of rail | 721.20 |

*Relative Elevations of Certain Points on the Cambridge Branch of the J., M. & I. R.
R. Above Average Tide Level.*

| Distance from Columbus, Ind. Miles. | POINT AT WHICH ELEVATIONS ARE TAKEN. | Above Ocean. Elevation. Feet. |
|---|--|-------------------------------------|
| 0.00 | Columbus Depot, base of rail | 642.52 |
| 6.38 | Clifford Station, base of rail | 676.50 |
| 9.15 | St. Louis, base of rail | 696.50 |

Cambridge Branch of the J., M. & I. R. R.—Continued.

| Distance from Columbus, Ind. Miles. | POINT AT WHICH ELEVATION WAS TAKEN. | Above Ocean Elevation. Feet. |
|-------------------------------------|---|------------------------------|
| 11.36 | County line, Bartholomew and Shelby, base of rail | 704.41 |
| 12.44 | Flat Rock Station, base of rail | 707.00 |
| | Flat Rock River Bridge, base of rail | 710.08 |
| | Flat Rock River, bed of stream | 686.50 |
| 15.12 | Lewis Creek Station, base of rail | 723.94 |
| | Lewis Creek bridge, base of rail | 726.46 |
| | Lewis Creek, bed of stream | 713.50 |
| 19.15 | St. John's Station, base of rail | 760.00 |
| 23.86 | Shelbyville Crossing, C. I. St. L. & C. R. R., base of rail | 779.99 |
| 29.93 | Wray's Station, base of rail | 875.30 |
| | County line, Shelby and Rush, base of rail | 905.00 |
| 32.86 | Manilla Station, base of rail | 907.00 |
| | Mud-Creek bridge, base of rail | 922.96 |
| | Mud Creek, bed of stream | 908.50 |
| 35.11 | Homer Station, base of rail | 923.30 |
| 37.72 | Goddard's Station, base of rail | 952.00 |
| 39.79 | Summit of Grade, base of rail | 1,002.00 |
| 42.19 | Rushville Station, base of rail | 976.00 |
| | Crossing C. H. & I. R. R., base of rail | 983.68 |
| | Flat Rock River bridge, base of rail | 983.07 |
| | Flat Rock River, bed of stream | 966.50 |
| | Turkey Creek bridge, base of rail | 1,008.00 |
| | Turkey Creek, bed of stream | 995.00 |
| 48.31 | Ging's Station, base of rail | 1,013.00 |
| 49.68 | McMillan's Station, base of rail | 1,025.05 |
| | Plum Creek bridge, base of rail | 1,029.00 |
| | Plum Creek, bed of stream | 1,016.50 |
| 52.68 | Falmouth, base of rail | 1,061.00 |
| 55.12 | Highest point on Cambridge branch, base of rail | 1,084.03 |
| 57.23 | Bentonville, base of rail | 1,066.74 |
| | Simmond's Creek, bed of stream | 974.50 |
| | Crossing Ft. Wayne, Muncie & Cincinnati R. R., base of rail | 953.90 |
| | Crossing White Water Valley R. R., base of rail | 952.96 |
| 63.20 | Cambridge City, junction P. C. & St. L. Ry., base of rail | 952.59 |

Relative Elevations of Certain Points on the Madison Branch of the J., M. & I. R. R., Above Average Tide Level.

| Miles from Columbus, Indiana. | POINT AT WHICH ELEVATIONS ARE TAKEN. | Feet Elevation. |
|-------------------------------|---|-----------------|
| 0.00 | Columbus depot, base of rail | 642.52 |
| 0.74 | Haw Creek bridge, base of rail | 635.00 |
| | Haw Creek, bed of stream | 619.50 |
| 3.00 | Clifty Creek bridge, base of rail | 646.60 |
| | Clifty Creek, bed of stream | 613.00 |
| 4.62 | Wigg's, base of rail | 654.00 |

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Madison Branch of J., M. & I. R. R.—Continued.

| Miles from Columbus, In- diana. | POINT AT WHICH ELEVATION WAS TAKEN. | Feet—Eleva- tion Above Ocean. |
|---------------------------------------|--|-------------------------------------|
| 5.28 | Bed of stream | 616.00 |
| 6.40 | Little Sand creek, bed of stream | 619.00 |
| 7.06 | Elizabethtown, base of rail | 659.30 |
| | County line, Bartholomew and Jennings, base of rail | 687.00 |
| 9.25 | Hill top near water tank, original surface | 721.00 |
| 9.25 | Summit of grade, base of rail | 706.86 |
| 10.03 | Stream crossing, base of rail | 684.00 |
| 10.03 | Stream crossing, bed of stream | 645.50 |
| 10.40 | Stream crossing, base of rail | 674.00 |
| 10.40 | Stream crossing, bed of stream | 632.50 |
| 11.16 | Summit of grade, base of rail | 689.82 |
| 12.12 | Tannersville or Rock creek, base of rail | 680.50 |
| | Sand Creek bridge, base of rail | 673.52 |
| | Sand Creek, bed of stream | 613.00 |
| 14.11 | Scipio, base of rail | 691.50 |
| 16.23 | Grade summit, base of rail | 716.84 |
| 16.67 | Top of hill, original surface | 728.00 |
| 17.04 | Queensville, base of rail | 699.00 |
| 20.46 | Summit of grade, base of rail | 764.54 |
| 21.13 | North Vernon, crossing O. & M. R. R., base of rail | 738.57 |
| 22.74 | Vernon depot, base of rail | 699.00 |
| | North Branch Vernon Fork Muscatatack, bed of stream | 623.20 |
| | Bridges, base of rail | 680.56 |
| | South Branch Vernon Fork Muscatatack, bed of stream | 612.50 |
| 25.93 | Butlers Station, base of rail | 775.00 |
| 26.73 | Summit of grade, base of rail | 790.92 |
| | Grahams Fork bridge, base of rail | 776.20 |
| | Grahams Fork, bed of stream | 695.00 |
| | Summit of grade, Jefferson County line, base of rail | 813.16 |
| 31.67 | Dupont, base of rail | 795.00 |
| 32.47 | Summit of grade, base of rail | 813.81 |
| | Big Creek bridge, base of rail | 800.50 |
| | Big Creek, bed of stream | 736.00 |
| 34.85 | Middle Fork Station, base of rail | 824.00 |
| | Middle Fork bridge, base of rail | 820.04 |
| | Middle Fork, bed of stream | 759.00 |
| 38.58 | Wirt's Station, base of rail | 854.50 |
| 42.42 | Highest point on Madison Branch, base of rail | 892.15 |
| 42.88 | N. Madison, top of incline plane, base of rail | 887.56 |
| 44.90 | Madison depot, terminus | 462.51 |

The foregoing "*Table of Altitudes*" give a profile of the country along the respective railway lines in the counties surveyed and adjacent regions. The survey is indebted for this important information to the engineers of these roads, and I desire to return most hearty thanks for these valued favors.

On correlation of these lines, it is apparent that some discrepancy existed as to the assumed datum of surveyors, hence, part of these tables are useful only for levels of adjacent places.