ALASKAN GRAVITY

BASE STATION

NETWORK

by

DAVID F. BARNES

UNITED STATES GEOLOGICAL SURVEY

MENLO PARK, CALIFORNIA

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ALASKAN GRAVITY BASE STATION NETWORK

One phase of the U.S. Geological Survey's program to prepare a regional gravity map of Alaska (Barnes 1962, 1964, and 1967) has been the establishment of a network of accessible and reoccupiable base stations. Such a base station network provides the essential framework for any large gravity survey, and its precision determines the value of the geologic and geodetic interpretations that may be obtained from the gravity data. Neither the map nor the base station network have yet been completed, but preliminary release of some of the station descriptions and observed gravities will provide better coordination between detailed surveys which are being initiated by other groups.

Previous compilations of Alaskan gravimeter bases resulted from measurements published by Thiel, Bonini, Ostenso and Woollard (1958) and from pendulum observations by the U.S. Coast and Geodetic Survey (Rice, 1958). Many of the measurements made by Thiel and his co-corkers were later reevaluated and published as part of the international gravity network (Woollard and Rose, 1963). A few of the stations in the last investigation formed the starting points for the Geological Survey's newer network, which thus uses the same datum. However, many of the early stations were based on single readings by older gravimeters, and a few discrepancies larger than one milligal have been found between the early data and more recent measurements. The largest single source of error may be the result of rapid economic growth and construction in Alaska, which has altered many sites so much that the earlier stations can no longer be accurately reoccupied by reading the published descriptions. Finally the large elevation changes which accompanied the 1964 Alaskan earthquake caused gravity changes of nearly a milligal at a few stations (Barnes 1966), and their interpretation clearly showed the importance of a good base network.

The pendulum stations at Barrow and Fairbanks, and their gravimeter reference stations at nearby airports are parts of the North American Gravimeter Standardization Range (Woollard and Rose, 1963), and are probably amongst the more accurately established stations on this continent. The primary U.S. Geological Survey Alaskan reference base has been designated "FBKI", and is believed to be identical with the Range Standardization station "WA279", which was described as "Fairbanks International Terminal in lobby at east I-beam pillar" and which was assigned a value of 982.2464 gals (Woollard and Rose, 1963, p. 39). The Geological Survey has assumed a value of 982,246.40 mgal for their station, but now realizes that other groups have sometimes occupied the base of another I-beam, where the observed gravity differs by less than 0.02 mgal from that at "FBKI". However, the gravity values on the World Gravity Net and North American Standardization Range are being continually refined by additional pendulum and gravimeter measurements, and a recent summary suggests that the observed gravity at

Fairbanks International Airport should be closer to 982,246.48 mgals or 0.08 mgals higher than that assumed for the Geological Survey's compilation (personal communication from C. T. Whalen, Warren Air Force Base, Wyoming on June 7, 1967). Whalen also reports gravity values at the University of Alaska pendulum station, the Barrow Arctic Research Laboratory Pendulum station, and the Whitehorse Airport pendulum station which differ from our values by +0.08, -0.12, and +0.04 mgals respectively. Many factors could explain these discrepancies, but final adjustment of the World Gravity Network stations to which the USGS Alaskan gravity network is tied is nearing completion (Szabo, 1967), so further adjustment of the Alaskan network has been delayed until publication of the world network. Available evidence suggests that the final adjustments will include a datum change of nearly 1 mgal for the U.S. national base in Washington, D.C., but that the additional relative changes within Alaska will be significantly smaller.

The most significant factor in determining the accuracy of the relative ties within Alaska is the precision of the calibrations of the gravimeters used in establishing this Alaskan base station network. A small-sized LaCoste and Romberg Geodetic gravimeter (G-17) has been used for most of the Geological Survey's Alaskan measurements since 1961. However, LaCoste Geodetic meter G-8, World-Wide meter 11, and Worden meters 226, M772, and 609 have also been used for parts of the survey network, and World-Wide meter 11 was used for almost all pre-1961 measurements. The original calibrations of meters G-17 and G-8 were based on incremental weight measurements made by the factory to determine relative scale-factors throughout their reading ranges. Factors to convert these relative scales to absolute gravity differences were determined from many differences measured over intervals between North American Gravimeter Standardization stations ranging from Point Barrow, Alaska, to Mexico City, Mexico, and Honolulu, Hawaii (Woollard and Rose, 1963, pages 23 through 43). Some of these standardization stations were only occupied a few times, but measurements of the intervals between airport standardization stations at San Francisco, Seattle, Fairbanks, and Barrow have each been repeated more than eight times, and the total of these intervals covers a range of more than 2,700 mgals. New construction has altered many of the airport sites described by Woollard and Rose (1963), so that the Geological Survey has begun to use new stations at some of the airports enroute to Alaska. All of the new stations were tied as well as the construction changes and activities permitted to the prior Woollard and Rose stations, but errors in these ties are possible. The first page of the tables describes and lists the principal facts for the most frequently occupied stations between Menlo Park, Calif., and Point Barrow, Alaska. Reoccupation of the stations in this list provides one simple method for other investigations to check their gravimeters or base network against that used in this report. The observed gravities at these stations were chosen to fit the Woollard

& Rose data as well as possible, because their compilation provides the framework for the Alaskan gravity base station network. However, we have found inconsistencies both within our own data and between the gravity differences we have measured between these primary base stations and those measured both by Woollard and Rose and by other gravity investigators such as Chapman (1966) and several people who have given the author personal communications. The discrepancies could result from errors in the Woollard & Rose network which we have tried to use as a standard, from uncertainties in the calibrations of our LaCoste & Romberg meters G-17 and G-8; or from other factors influencing their reading such as sensitivity to certain types of vibrations (Hamilton, 1967). The forthcoming publication of the World Gravity Network (Szabo, 1967) and the continuing improvements in gravimeter design and calibrations should permit better recognition of the causes of the discrepancies, and later publication of an improved interpretation of these Alaskan gravity-base-station data. However, present evaluation of the many and varied checks on the calibrations of Geodetic meters G-17 and G-8 and of the discrepancies within the data does show that the calibrations of these two instruments have been determined to better than 3 parts in 10,000, which would cause errors of less than 0.3 mgal throughout the range of the Alaskan network.

The Geological Survey has also used meters G-17 and G-8 to establish gravity differences on mountain calibration loops in California and Alaska, and these loops are used for repeated checks and standardization of the calibration of all USGS gravimeters. The results of all the repeated checks of gravimeter calibrations will be discussed in a separate paper (Barnes, Robbins and Oliver, in preparation), but they suggest that the measurements with USGS LaCoste and Romberg Geodetic meters can be reproduced to better than 0.04 mgal and that those of many nonthermostated (Worden and World-Wide) meters to better than 0.1 mgal. The two small mountain loops in Alaska are near Fairbanks and Anchorage, and have ranges of 142.65 and 194.04 mgals respectively; which can serve as another check on the calibrations of meters used in Alaska. The bottom and summit stations of the loops are given in the tables as stations MPYR, MPYS, ANCW, AND ANK5. However, all three checks on the Anchorage loop have been made in high winds, and the results, although internally consistent, may have been influenced by meter vibration.

The areal extent of the Alaskan gravity base network has gradually expanded and the precision of the adjusted gravity values has gradually improved as successive field parties initiated measurements in new areas and revisited old areas to obtain different types of coverage. The present network extent and the number of ties between stations are shown by the map in Figure 1. The tables in this report also indicate the number of ties to each station, but these numbers are only approximate indications of the precision of each station value. The reproducibility of gravity

intervals measured with the LaCoste geodetic meters has generally been better than 0.05 mgal unless vibrations caused erroneous readings or excessive drift between stations, but measurements with the non-thermostated meters were less reproducible so that more ties were needed to establish bases with these meters. Many of the base stations established with World-Wide meter 11 between 1958 and 1960 have since been reoccupied with LaCoste meters, but such geodetic-meter control is still lacking for some stations on the Aleutian Arc, the Alaska Range, and the Arctic Slope.

Measurements with LaCoste meters were emphasized in deciding what type of line to use to represent the number of ties shown on the map (Figure 1), so three ties with non-thermostated meters were considered the equivalent of one tie with a LaCoste meter. This equivalence ratio may seem arbitrary, but it was estimated by comparing the reproducibility of the base station ties in Alaska. It is probably primarily an indication of the relative sensitivities of the meters which were used there, and of their response to the limited drift control permitted by the field operations. Similarly the lower right-hand box in each base station tabulation contains a number indicating the occupations which were primarily considered in determining the base station gravity and is followed by a letter to show whether these occupations were made with LaCoste (L) or Worden or World-Wide (W) meters. Because LaCoste data are considered preferable the letter "L" usually appears for stations where such data are available and give consistent results. If additional World-Wide or Worden data were considered in determining the value or if single occupations with a meter permitted an additional tie to another base a plus "+" has been added after the letter.

The accuracy of the gravity values for each station varies within the network. The tables show eight digits (hundredths of milligals) for each observed gravity value, but many of the final digits are not significant. However, the final digits are justified (at least to ± 0.03 mgal) where they represent differences between stations established by small and/or often-repeated ties; their publication even in a preliminary tabulation avoids some of the erraticisms that can result from multiple roundoffs. However, in most of the network adjustments before 1964, the observed gravity values were rounded off to the nearest 0.05 or nearest 0.10 mgals, and the date of the last adjustment as well as numbers indicating fewer than 3 LaCoste ties show whether such a roundoff has been made in the observed gravity values. Closure errors and the discrepancies which have not yet been checked or eliminated suggest that errors as large as 0.25 mgal can exist in a few of the measurements on the Aleutian Arc, Alaska Peninsula, the central part of the Alaska Railroad, and for a few stations in the northern foothills of the Brooks Range. Part of these discrepancies might be eliminated by tidal corrections, which have not been applied to many of the measurements. However,

tidal corrections are almost always smaller than 0.1 mgal in Alaska and for the short duration of most of the ties are smaller than 0.03 mgal. One more serious problem is that the datum for most of western Alaska is dependent on a few early ties to Kotzebue where both of the primary stations may have been disturbed by later storm erosion and airport regrading. We hope that all important uncertainties will be eliminated before final publication. The author keeps an up-to-date index of the dates and other important facts concerning all the Alaskan base station ties, and data supporting specific base station gravities can be furnished on request.

A few towns have been used as operating bases so often that their observed gravities have been more precisely determined, and many of these towns contain several stations so that a system of reference stations is available in each town. Towns with better established stations and referencing are marked by double circles on the map and are located at Barrow, Umiat, Noatak, Kotzebue, Nome, Bettles, Fort Yukon, Fairbanks, Delta Junction, Paxson Junction, Gulkana, Anchorage, Cordova, Kenai, Homer, Kodiak, Bethel and Galena.

The base stations are identified by four or less alphanumeric characters which were chosen to permit computer processing of the observational data, and also to provide mnemonic assistance to field parties which were expected to reoccupy the stations, but which did not always have up-to-date tabulations of base-stations. Most of the names can easily be associated with their locations, and most should be easily learned by others who make gravity measurements in Alaska. Two initial characters were designed to identify stations made at U.S. government survey markers. The initial letter "B" designated stations made at U.S. Coast and Geodetic Survey leveling bench marks, and the second letter and following number identify the bench mark. The use of a slash "/" as an initial character identifies most of the stations made at vertical angle bench marks and triangulation stations; the letters after the slash are either an abbreviation of the bench mark name or its first three letters. Gravity surveyors trying to reoccupy Alaskan gravity bases from this tabulation will also be greatly helped by descriptions of government survey-control markers, which may be obtained by writing the U.S. Coast & Geodetic Survey and U.S. Geological Survey headquarters in Rockville, Md., and Washington, D.C., respectively.

Exact reoccupation of stations identified only by brief descriptions is always difficult, and all changes of roads, buildings, vegetation, landforms and other identifying features increase the possibilities for reoccupation errors and difficulties. Many of the Alaskan gravity measurements between 1958 and 1962 were made at either bench marks or mileposts, but a large percentage of these markers had been moved or destroyed when reoccupation attempts were made after the 1964

earthquake. To decrease the possibilities of erroneous reoccupation, the Geological Survey began photographing most of its base stations in 1962, and since late 1965 markers have been placed at many stations. The standard U.S.G.S. gravity marker is a hexagonal tablet about 3½ inches wide. The program of marking and photographing the stations is less than one quarter completed, but such identification aids are available in some areas. Investigators desiring photographs of stations in a specific area should write the author. The date at which each station was last occupied is the second date given in each station tabulation, and may provide a clue to the availability of photos and markers or to the possibilities of changes which could make reoccupation difficult.

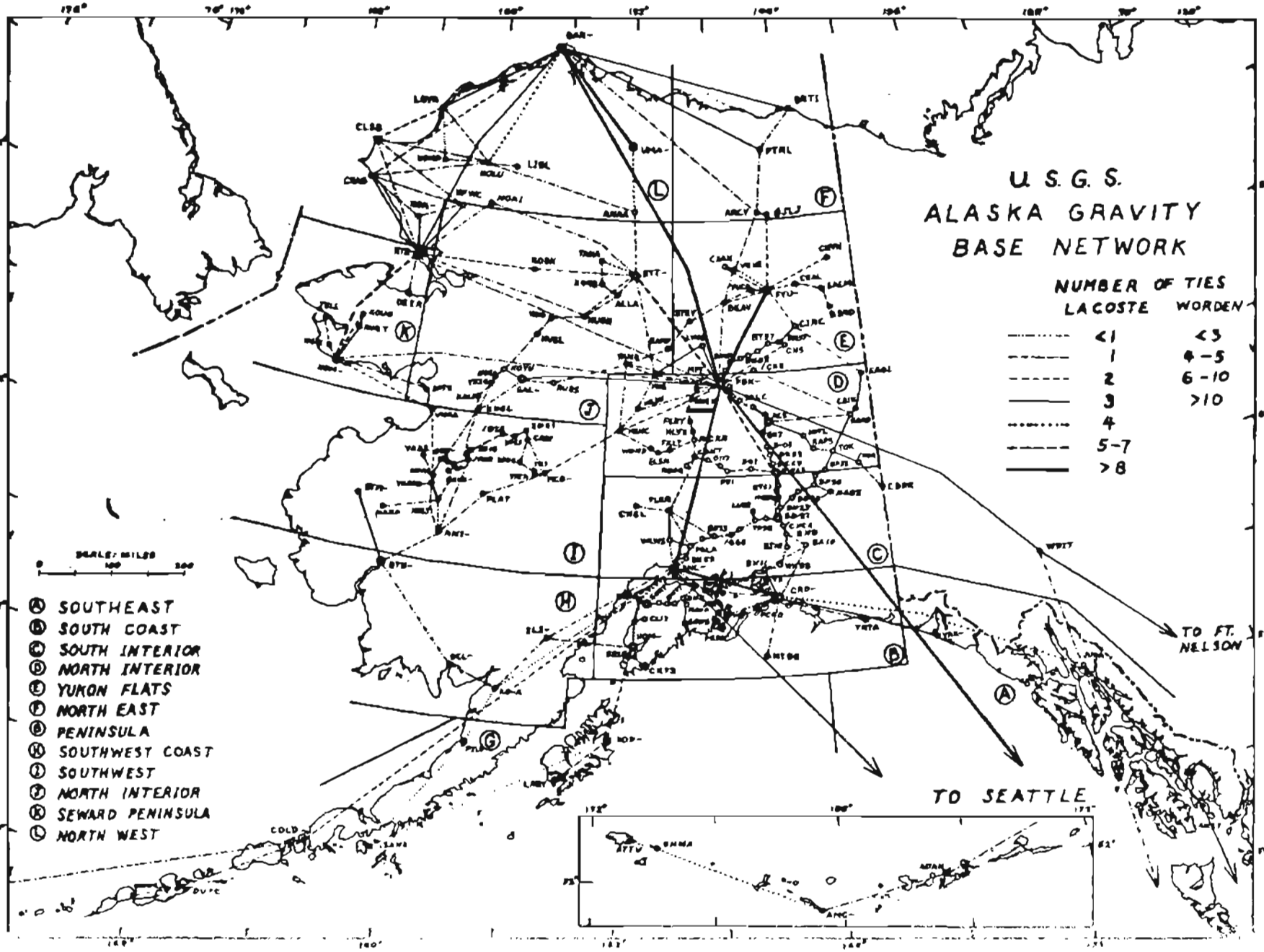
The tabulations of the station data also include elevations, geographical coordinates, Free-air anomalies, and Bouguer anomalies; but these are preliminary data, the accuracies of which may vary more than the accuracies of the observed gravities and position descriptions. We have used the best sources of data available to us but the accuracies of positions and elevations vary widely depending on the quality of local maps and surveys. We have decided not to include data concerning the types of base maps and elevation control, which will later be available when contour maps and the principal facts of stations on which they are based are released. The Free-air anomaly was determined from a computer program using the standard formulas for the 1930 International Ellipsoid and for a Free-air reduction that includes second order effects of the elevation but no terrain effects. The Bouguer anomaly is a simple Bouguer anomaly for a density of 2.67 gm/cm^3 which includes no terrain or curvature terms, and which was derived from the previously computed Free-air anomaly by subtracting 0.34107 times the elevation in feet. These formulas are similar to those given in Sheibe & Howard (1964).

Many of the base stations are in remote areas where geographical names are scarce, so they have been arranged in the tables according to project area. The outline of each area is shown on the map (figure 1), the table of contents shows the page on which the data for each area are tabulated, and an index of principal place names is included.

Nearly two dozen employees of the Geological Survey have assisted the author in the collection and compilation of this gravity base network data, but a few individuals deserve special recognition. R. V. Allen made many of the pre-1964 base ties in interior and arctic Alaska, and assisted the early checks of gravimeter calibrations. R. C. Jachens participated in much of the field work, provided valuable assistance in the initial standardization of gravimeter calibrations, and made many of the 1963 and 1966 adjustments. S. L. Robbins played a major role in the 1964 and 1965 programs in northern and southern Alaska, and C. H. Miller collected the 1967 Aleutian Arc data. The final compilation was made possible by many types of assistance from R. C. Olson and Beatrice Bregman.

Assistance and data from other agencies have been provided by Dr. G. P. Woollard of the University of Hawaii, Dr. Ned Ostenso of the Office of Naval Research, Mr. R. M. Iverson of the U.S. Army Map Service, and Mr. C. T. Whalen of Warren Air Force Base. Much of the logistic support in northern Alaska has been provided by the Office of Naval Research under ONR task 307-265 and was facilitated by the fine cooperation of Dr. Max Brewer of the Arctic Research Laboratory at Point Barrow.

Finally, this is a preliminary tabulation of data which the Geological Survey hopes to extend and improve. The author would appreciate learning about any errors, improvements, or suggestions which readers can make.


U. S. G. S.
ALASKA GRAVITY
BASE NETWORK
NUMBER OF TIES
LACOSTE
WORDEN
<1
<3
1
4-5
2
6-10
3
>10
4
5-7
>8
SCALE: MILES
A SOUTHEAST
B SOUTH COAST
C SOUTH INTERIOR
D NORTH INTERIOR
E YUKON FLATS
F NORTH EAST
G PENINSULA
H SOUTHWEST COAST
I SOUTHWEST
J NORTH INTERIOR
K SEWARD PENINSULA
L NORTH WEST
TO SEATTLE
TO FT. NELSON

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ALASKAN GRAVITY BASE STATIONS

ENROUTE BASES AND SOUTHEAST ALASKA

STAT.	LOCATION DESCRIPTION						DATES OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	
MP-A	Menlo Park, Calif., U.S. Geological Survey Bldg. 2, at NE corner on BM 1JD.						9/ 2,6
	979,958.86	53	37°27.34	122°10.18	+7.2	+5.4	[illegible]
SFOB	San Francisco Airport, N. end of United AL baggage area, center pos of truck service entrance on BM WB-1						9/ '67
	979,988.30	10	37°37.06	122°22.97	+18.4	+18.1	Base
S&TA	Seattle airport across drive from main entrance at base of central flagpole on BM "S&TA"						9/66 1/67
	980,776.36	416	47°26.62	122°18.03	-34.3	-48.6	6-L+
ANET	Annette Island Airport, PNA passenger enclosure, on apron at base of telephone pole.						3/68 1/67
	981,527.80	119	55°02.29	141°34.60	+21.1	+17.1	3-1
JUNA	Juneau Airport, in concourse to field, below first windows out from waiting room of terminal.						5/68 1/67
	981,768.15	26	58°21.68	134°34.94	-22.9	-23.8	3-1
JUNL	Juneau Airport lobby in corner below stairs near auto entrance.						5/68 1/67
	981,768.00	27	58°21.68	134 34.95	-22.9	-23.8	4-1
YAKA	Yakutat Airport, 1st building NW of PNA terminal, outside NW end of fuel truck door on pavement on marker.						9/67 11/67
	981,837.00	33	59°30.53	139°40.09	-45.2	-46.3	3-1
YKTA	Yakataga airport, Cordova Airlines shack at apron, middle of SE side, on runway below marker.						9/67 2/68
	981,906.05	12	60°04.93	142°28.93	-22.8	-23.6	1-1
CRDA	Cordova Airport, on apron at field steps to PNA terminal, on pavement NW of steps on marker.						9/67 1/68
	981,957.60	50	60°29.60	145°28.40	-0.1	-1.8	7-1+
BL31	Anchorage International Airport at flagpole by Post Office on BM L33.						9/67 11/67
	981,921.23	88	61°10.54	149°58.87	-85.5	-88.5	9-L+
WHIT	Whitehorse Airport, Yukon, Canada, inside W. side of hangar with passenger terminal, on N. side of boiler room floor on pendulum/ marker						9/67 2/68
	981,750.00	2297	60°42.0	135°05.0	-12.5	-90.8	3-L+
FBKI	Fairbanks International Airport at base of E. I-beam in waiting room on floor below marker.						9/67 W'63
	982,246.40	435	64°49.20	147°51.70	+5.6	-9.2	Base
BARP	Barrow, Arctic Research Lab., heater room, on Univ. of Wisc. pendulum marker.						9/66 2/68
	982,699.70	11	71°19.70	156°40.00	+11.7	+11.3	5-1

ALASKAN GRAVITY BASE STATIONS

SOUTHERN ALASKA (PRINCE WILLIAM SOUND)

STAT.	LOCATION DESCRIPTION						DATE (OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	
CRDA	Cordova Airport on apron at field steps to PNA terminal, on pave[illegible] NW of steps on marker.						[illegible]
	981,957.60	50	60°29.60	145°28.40	-0.1	-1.8	7-[illegible]
CRDP	Cordova Post Office, at NW corner of building, in drive, 3 feet below bench mark A-71.						[illegible]
	981,954.90	103	60°32.70	145°45.30	-1.8	-5.3	4-L-
CRDL	Cordova Eyak Lake Airport, on concrete sill at SE corner of E. hanger door on marker.						[illegible] 11/[illegible]
	981,957.10	20	60°32.70	145°43.75	-7.4	-8.1	4-L+
MID6	Middleton Island, at first radio tower on right and SW of FAA quarters on concrete base on tidal BM 6						9/65 2/[illegible]
	981,968.60	90	59°27.60	146°18.20	+95.7	+92.6	1-[illegible]
YKTA	Yakataga airport, Cordova Airlines shack at apron, middle of SE side, on runway below marker.						9/65 2/[illegible]
	981,906.05	12	60°04.93	142°28.93	-22.8	-23.6	[illegible]
PC40	Hinchinbrook Island at Port Etches, on SE corner of Phipps Point on flat rock near tide level.						[illegible] 11/64
	981,953.75	5	60°20.90	146°36.60	+3.1	+2.9	3-L
PC48	Hinchinbrook Lighthouse dock at NW corner, on concrete base of NW crane brace.						6/64 11/64
	981,958.45	15	60°14.40	146°38.90	+17.2	+16.6	2-L+
PK6	Knight Island, S. shore of Thumb Bay, on rock ledge on tidal BM 3 (1906) a copper bolt with "X" on top.						6/64 11/[illegible]
	981,963.95	12.5	60°12.35	147°47.35	+25.1	$24.7	[illegible]
PK42	Evan's Island, Port Ashton cannery mess hall, on bench at base of most northeastern piling.						[illegible] 11/[illegible]
	981,957.30	6	60°03.45	148°03.15	+29.4	+29.2	2-L-
PK50	Latouche Island, on SW shore of Latouche Anchorage on large grey rocky outcrop on tidal BM disc 4 (1927)						[illegible] 2/65
	981,948.05	17	60°03.15	147°54.30	+20.6	+19.9	[illegible]
PK77	Montague Island on SW shore of Port Chalmers, at tidal BM no. 8 (1964)						[illegible] 11/6[illegible]
	981,952.05	14	60°14.55	147°13.20	+10.5	+10.0	3-L
PS60	Port Nellie Juan cannery on prominent rock east of cannery on tidal BM 1 (1917)						6/64 11/[illegible]
	981,968.15	7	60°32.90	148°09.75	+2.1	+1.9	2-L
PS93	Perry Island, South Bay, on gravel between timbers, SW of porch door of brothers home.						6/64 11/64
	981,980.20	15	60°41.20	147°55.05	+4.2	+3.7	2-L
W73	Ellamar, Junction of boardwalks along shore and to seaplane dock, 40' SE of house, (Thiel's 1958 Wisconsin station)						[illegible] 11/65
	982,021.05	13	60°53.90	146°42.00	+28.6	+27.1	[illegible]

See Gulkana to Valdez and Anchorage to Seward sheets for other stations.

ALASKAN GRAVITY BASE STATIONS

SOUTHERN ALASKA (ANCHORAGE TO SEWARD)

STAT.	LOCATION DESCRIPTION						DATES OF OCCUPATION & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A.-2.67	
BL31	Anchorage International Airport, at flagpole by post office, on BM L31						9/65 11/65
	981,921.23	88	61°10.54	149°58.87	-85.5	-88.5	4-L+
RABT	Seward Hwy., at Rabbit Creek Inn, in front of parking lot, on ground at base of telephone pole A92 at sign						7/65 2/68
	981,945.70	134	60°04.90	149°49.10	-49.3	-53.9	2-L+
BP11	Seward Hwy., 2/3 mile S. of Potter Station on road beneath BM P11						8/64 11/65
	981,940.01	35	61°02.65	149°47.00	-61.6	-62.8	4-L+
BS12	Alaska railroad 2 mi. SE of Girdwood and near highway on track below BM S12						8/64 12/64
	981,924.85	43	60°55.20	149°07.75	-66.5	-67.9	1-L+
BP73	Portage railroad station on gravel about 1/3 foot above BM P73 (read during regrading of surface)						9/65 11/65
	981,922.92	22	60°50.35	148°58.70	-64.2	-64.9	4-L+
/SAL	Portage, on road to lake and glacier, at NW edge of hills, on BM "Salmon"						9/65 11/65
	981,922.54	66	60°47.60	149°54.10	-56.9	-59.1	1-L+
PW23	Whittier railroad station, at monument for "Whittier Cut Off," on ground at base of N. side.						7/64 11/64
	981,927.25	17	60°46.65	148°40.25	-55.5	-56.1	2-L+
B-H4	Seward Hwy., 1/4 mi. NW of Jerome Lake, on bank above curve, on boulder on Army BM H4.						7/65 11/65
	981,863.17	951	60°33.20	149°35.00	-14.5	-46.9	5-L+
BY76	Seward and Sterling Hwy. Junction, opposite N. fork of roads on top of boulder on BM Y76.						7/65 11/65
	981,869.00	763	60°32.20	149°33.30	-25.0	-51.1	4-L+
MOOP	Moose Pass municipal building on concrete porch at SW corner of building						9/65 11/65
	981,894.10	195	60°29.25	149°22.05	-49.5	-56.?	2-L+
SEWB	Seward, corner of Adams and 5th Streets, on concrete step of L.V. Ray building on tidal BM 11						9/65 2/68
	981,933.58	48	60°06.20	149°26.10	+6.1	+4.4	2-L+

ALASKAN GRAVITY BASE STATIONS

SOUTHERN ALASKA (SEWARD JCT. TO KENAI)

STAT.	LOCATION DESCRIPTION						DATES OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	
BY76	Seward & Sterling Hwy. Junction, opposite N.fork of roads on top of boulder on BM Y76						7/65 12/65
	981,869.00	763	60°32.20	149°33.30	-25.0	-51.1	4-L+
BU77	Kenai Lake Lodge, near NW end of lake, on parking lot beneath BM U77						7/65 12/65
	981,884.05	457	60°29.75	149°47.30	-35.6	-51.2	2-L+
BW77	Cooper Landing, on highway 1 mi. W. of town opposite river and in front of old cabin on ground next to BM W77.						7/65 12/65
	981,883.40	453	60°29.15	149°50.95	-35.8	-51.3	2-L+
BG78	Skilak Lake Rd., at E. junction with highway, on ground next to Bm. G78.						7/65 12/65
	981,909.47	294	60°29.15	150°06.40	-24.7	-34.8	3-L+
CL56	Skilak Lake in picnic area at E. boat landing on VABM "Lake"						8/65 12/65
	981,933.36	218	60°26.35	150°19.10	-4.4	-11.8	4-L+
BB80	Sterling Hwy., 1 3/4 mi. E. of W. Skilak Lake rd. junction on ground about 3' E. of BM B80.						7/65 12/65
	981,900.78	368	60°31.75	150°30.90	-29.8	-42.4	5-L+
BZ79	Skilak Lake road at W. junction with Hwy. on top of boulder and BM Z79.						7/65 12/65
	981,895.33	335	60°31.50	150°33.40	-38.0	-49.4	5-L+
BQ79	Sterling, 2 miles W. of bridge, at junction of road to south on ground next to BM Q79						7/65 12/65
	981,866.75	247	60°32.25	150°48.30	-75.9	-84.3	5-L+
BC79	Soldatna, ½ mile NE of road junction on boulder in steep bank, on top of BM C79.						7/65 12/65
	981,850.70	129	60°29.40	151°03.10	-99.3	-103.7	3-L
BB79	Soldatna, Highway Dept. garage at N. corner, on concrete platform. on top of BM B79.						8/64 12/65
	981,852.90	85	60°29.00	151°03.90	-100.7	-103.6	4-L+
SORT	Soldatna, River Terrace Motel, on concrete step to room 22.						8/65 12/65
	981,852.60	77	60°28.75	151°05.50	-101.5	-104.1	4-L+
SOLA	Soldatna airport at parking lot entrance to terminal on pavement at NW corner of vestibule						8/65 2/68
	981,854.90	100	60°28.55	151°01.0	-96.8	-100.2	1-L
KENA	Kenai airport 40 feet S. of 1965 PNA terminal, at end of concrete walk						7/65 11/65
	981,837.29	93	60°33.45	151°15.60	-121.4	-124.5	4-L

ALASKAN GRAVITY BASE STATIONS

SOUTHERN ALASKA (SOLDATNA TO SW KENAI PENINSULA)

STAT.	LOCATION DESCRIPTION						DATES OF OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	
BB79	Soldatna Highway Dept. garage at N. corner on concrete platform at BM B79.						[illegible]
	981,852.90	85	60°29.00	151°03.90	-100.7	-103.6	4-L
BW81	Sterling Highway 1 mile N. of Kasilof River bridge on ground L. of highway next to BM W81.						8/65 11/65
	981,845.03	181	60°19.90	151°14.30	-87.8	-94.0	4-L
CL17	Tustumena Lake, NE Point Caribou Island, 3 ft. N. of Cottonwood and 8 feet N. of Spruce.						8/65 11/65
	981,864.19	114	60°14.45	151°00.60	-67.8	-71.7	2-W
BN82	Sterling Hwy., 3½ mi. S. of Clam Gulch on top of bank, E. of road, on ground at BM N82.						8/65 11/65
	981,849.29	274	60°11.25	151°25.70	-63.6	-72.9	2-W
HOMA	Homer Airport at field door to PNA terminal on asphalt below marker.						8/65 11/65
	981,883.05	65	59°38.38	151°29.30	-6.5	-8.7	7-L
/HOM	Homer Airport, SW corner of apron on top of VABM "HOMAIR".						8/65 11/65
	981,883.00	65	59°38.35	151°29.45	-6.5	-8.7	9-L
BU85	Homer Post Office on top of SW retaining wall on BM U85.						8/65 11/65
	981,874.88	145	59°38.65	151°32.70	-7.5	-12.4	3-L
CK14	Kachemak Bay, NE point Chugachik Island, crest of huge ledge.						8/65 11/65
	981,899.10	11	59°44.85	151°02.70	-4.0	-4.4	1-L+
SELD	Seldovia, flagpole in front of Post Office, on ground.						8/65 11/65
	981,896.10	10	59°26.45	151°42.90	+17.2	+16.8	2-L
CK72	Port Dick, S. Coast, in NE corner Sunday Bay, on shore N. of rocky islands, at base of stump beside 4' waterfall.						8/65 11/65
	981,847.05	7	59°16.75	151°58.30	-19.4	-19.6	2-L

ALASKAN GRAVITY BASE STATIONS

SOUTH INTERIOR (ANCHORAGE AREA)

STAT.	LOCATION DESCRIPTION						DATES OF L.S. OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	
BL31	Anchorage International Airport at flagpole by Post Office on NE L31						9/67 11/65
	981,921.23	88	61°10.54	149°58.87	-85.5	-88.5	9-L
ANCA	Anchorage Int. A.P. outside main entrance from landing apron on NW end of door (relocated from W12)						9/67 11/65
	981,920.38	97	61°10.47	149°58.85	-85.4	-88.7	8-L
ANCI	Anchorage Int. A.P. Alaska helicopter's office at NE corner of SW wing on pavement.						9/65 2/68
	981,925.44	83	61°10.47	149°57.40	-81.1	-84.0	2-L
ANCR	Anchorage railroad station, near NE corner beside lamp post and on marker on platform						9/67 11/65
	981,938.60	24	61°13.40	149°53.00	-77.7	-78.6	7-L
ANCS	Anchorage RRS, vestibule to track, 3'SW of ARR BM 12						7/65 11/65
	981,938.38	23	61°13.35	149°53.30	-78.0	-78.8	3-L+
ANCN	Anchorage, 15th & Gambell Streets at North Star Motel NE corner of rear parking lot						9/64 11/65
	981,937.88	108	61°12.50	149°52.15	-73.0	-69.3	3-L
ANCB	Anchorage, Merrill Field, inside Barton's A.S. office 5' N. of middle of window on tile						9/65 2/68
	981,939.72	140	61°13.05	149°50.07	-65.3	-70.1	3-L
ELMA	Anchorage Elmendorf passenger terminal, on concrete step outside gate 2 to aircraft apron, on marker						9/65 2/68
	981,937.96	212	61°15.0	149°47.7	-62.7	-70.0	3-L
ANCW	Anchorage Elmendorf USGS & USC&GS warehouse area on S. end concrete gas pump base on marker						9/67 2/68
	981,944.67	204	61°13.40	149°53.00	-54.8	-61.7	7-L
ANK5	Anchorage entrance to military site above ski bowl on large flat boulder 85 yds. W. of sentry box						9/67 2/68
	981,750.64	3080	61°15.05	149°33.01	+19.4	-85.6	8-L
BP11	Seward Highway near Potter on road beneath BM P11						8/65 11/65
	981,940.01	35	61°02.65	149°47.00	-61.6	-62.8	4-L
BH83	Glenn Hwy. at Eagle River Road on ground at BM H83						7/65 11/65
	981,938.02	298	61°19.35	149°39.10	-60.1	-70.3	4-L
BN83	Glenn Hwy. about 5 miles N. of Eagle R. at BM N-83						7/65 11/65
	981,940.98	455	61°22.70	149°29.90	-46.7	-62.2	3-L

ALASKAN GRAVITY BASE STATIONS

SOUTH INTERIOR (PALMER & NORTH)

STAT.	LOCATION DESCRIPTION						DATES OF OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	
PALA	Palmer Airport, at SW corner of S. hanger E. of strip on marker						9/65 1/66
	981,982.50	223	61°35.70	149°05.10	-43.4	-51.0	6-L
PALH	Palmer Hotel, N. end of front step beneath overhang						9/65 1/66
	981,980.33	237	61°36.12	149°06.75	-44.8	-52.9	3-L
SUTN	Sutton railroad crossing, E. side on Glenn Hwy. N. of BMJ21						9/65 2/68
	981,960.92	459	61°42.63	148°53.58	-51.5	-67.2	3-L
BE22	Glenn Hwy. ½ mile W. of Long Lake at BM E22						9/65 2/68
	981,928.81	1504	61°48.20	148°14.20	-7.4	-43.9	3-L+
/RED	Glenn Hwy. near MP 100 on BM "Red" on bank above road						9/65 2/68
	981,922.50	1776	61°48.20	147°51.90	+26.8	-33.7	4-L+
/GEB	Glenn Hwy. 1 mile E. of Sheep Mt. Lodge at East End Creek on BM "Glen East Base"						9/65 2/68
	981,850.46	2963	61°49.00	147°28.40	+65.3	-35.7	4-L+
WLWR	Willow RRS on ground at handle switch near section house						9/65 1/66
	981,991.00	228	61°44.70	150°02.20	+45.8	-53.5	4-L+
WLWS	Willow Store, S. of lake, on ground in front of NE cafe door						9/65 1/66
	981,991.60	225	61°44.90	150°02.20	-45.7	-53.5	4-L+
TLKR	Talkeetna RRS on tracks opposite BM M2						9/65 1/66
	982,018.50	350	62°19.40	150°06.45	-50.2	-62.1	4-L+
CHEL	Chelatna Lake on lake side of tree in front of cabin No. 1, on ground						8/62 '63
	981,941.45	1390	62°26.10	151°24.40	-37.8	-85.2	3-W+

ALASKAN GRAVITY BASE STATIONS

SOUTH INTERIOR (GULKANA TO SHEEP MTN.)

STAT.	LOCATION DESCRIPTION						DATES OF LAST OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	TIE
BD27	Gulkana Airport, NE of door to FAA operations building on BM D27.						9/65 1/66
	981,931.46	1573	62°09.60	145°27.30	-10.1	-63.7	7-L+
BN26	Glennallen Junction, near center of intersection Y, on ground next to BM N26.						9/65 2/68
	981,921.90	1512	62°06.40	145°28.40	-21.4	-72.9	5-L+
BG26	Glenn Hwy., at residence 1 mi. E. of Glennallen Lodge, on ground near driveway at BM G26.						9/65 2/68
	981,922.40	1583	62°06.40	145°38.40	-14.0	-68.0	1-L+
BX25	Glenn Hwy. E. of Tolsona Creek at top of hill on BM X25.						9/58 '63
	981,905.65	2025	62°06.40	145°56.50	+10.6	-58.5	4-W
BP25	Atlasta House, on BM P25 East of entrance to parking area.						9/65 2/68
	981,877.62	2383	62°05.90	146°09.90	+16.8	-64.4	4-L+
LUIS	Lake Louise Lodge at base of trees, in center of beach.						6/59 '63
	981,883.80	2364	62°16.75	146°30.70	+7.7	-72.9	4-W
TAZB	Tazlina Glacier Lodge, steps of old bunkhouse E. of lodge.						6/60 '63
	981,870.45	2434	62°03.80	146°24.00	+17.1	-65.9	8-W
SUTR	Tazlina at Sutter's float plane landing on top of large stump.						9/62 '63
	981,871.30	2417	62°03.80	146°26.70	+16.3	-66.1	4-W+
BA25	Mendeltna Lodge at BM A25 1½ miles E. of lodge.						9/58 '63
	981,885.45	2164	62°02.90	146°30.50	+7.8	-66.0	4-W
MEND	Mendeltna Creek, in driveway entrance on S. side of Glenn Hwy. and W. end of bridge.						9/65 2/68
	981,883.50	2189	62°03.00	146°32.60	+7.1	-67.6	4-L+
BU24	Snowshoe Lake on Glenn Hwy. hill E. of creek at BM U24 (reset).						9/65 2/68
	981,874.53	2329	63°01.75	146°41.20	+13.9	-65.6	2-L+
BC24	Tahneta Summit near base of triangulation tower N. of highway on BM C24.						9/65 2/68
	981,833.49	3237	61°58.35	147°05.90	+69.4	-47.9	4-L+
BT23	Glenn Hwy. near W. end of Tahneta Lake and Whitey's Guide Service, beside BM T23.						6/59 '63
	981,859.30	2979	61°53.90	147°19.30	+69.5	-32.1	6-W
/GEB	Glenn Hwy., 1 mi. E. of Sheep Mtn. Lodge at East End Creek on BM "Glen East Base"						9/65 2/68
	981,850.46	2963	61°49.00	147°28.40	+65.3	-35.7	4-L+

ALASKAN GRAVITY BASE STATIONS

SOUTH INTERIOR (GULKANA TO VALDEZ)

STAT.	LOCATION DESCRIPTION						DATES OF LAST OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	TIES
BD27	Gulkana Airport, NE of door to FAA operations building, on BM D27.						9/65 1/66
	981,931.46	1573	62°09.60	145°27.30	-10.1	-63.7	7-L+
BN26	Glennallen Junction near center of intersection Y, on ground next to BM NZ6.						9/65 2/68
	981,921.90	1512	62°06.40	145°28.40	-21.4	-72.9	5-L+
TAZR	Tazlina R. bridge on road at S. end, 4 feet above and 100 feet S. of BM W26.						9/64 '63
	981,937.25	1136	62°03.30	145°25.60	-37.5	-76.2	2-L+
CUCA	Copper Center, NE of Standard Oil fuel shed on concrete block and USBM "Astro".						9/65 2/66
	981,945.93	1027	61°57.30	145°18.20	-31.5	-66.6	5-L+
BS60	Copper Center, 5 miles S. of town on Richardson Hwy. at USBM S60.						9/64 '63
	981,924.80	1377	61°53.20	145°15.70	-14.6	-61.6	4-W
BH9	Old Edgerton Junction at N. corner of junction triangle, next to USBM H9.						9/64 2/68
	981,936.52	1428	61°49.30	145°12.90	+6.6	-42.1	2-L+
BA10	Chitina, on road at E. end of old RR cut below BM A10.						9/65 11/65
	981,943.98	1403	61°31.85	144°25.70	+33.9	-14.0	3-L+
BJ10	S. of Upper Tonsina at BM J10 about 9 miles S. of town near old road junction.						9/65 1/66
	981,876.13	1804	61°31.80	145°14.10	+3.8	-57.8	4-L+
WNEB	Worthington Glacier, near Richardson Hwy., MP30 on BM "Worthington NE Base".						9/65 11/64
	981,885.75	2054	61°10.60	145°41.20	+63.8	-6.3	4-L+
BH11	Valdez, main street intersection on BM H11.						9/65 11/64
	982,008.00	10	61°07.10	146°15.80	-1.6	-2.0	4-L

ALASKAN GRAVITY BASE STATIONS

SOUTH INTERIOR (GULKANA TO PAXSON)

STAT.	LOCATION DESCRIPTION						DATES OF LAST OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	TIES
BD27	Gulkana airport, NE of door to FAA operations building on BM D27.						9/65 1/66
	981,931.46	1573	62°09.60	145°27.30	-10.1	-63.7	7-L+
BN27	Gakona Junction, across highway from gas station at BM N27.						9/65 '63
	981,929.45	1633	62°17.30	145°21.10	-16.0	-71.7	3-L+
BV27	Near Popular Grove site and about 6 miles N. of Gakona Junction at BM V27.						7/59 '63
	981,928.85	1787	62°22.70	145°21.70	-8.8	-69.8	3-L+
MEIR	Meier's Lodge site, McMahon float plane landing						7/62 '63
	981,916.60	2708	62°49.20	145°29.10	+32.8	-59.6	8-W+
BT61	S. of Hogan Hill where old highway curves towards new highway at BM T61.						8/62 '63
	981,942.10	2208	62°36.60	145°26.40	+26.8	-48.5	8-W+
BX62	Paxson Lake ½ mile S. of Sportsman Lodge at BM X62.						7/59 "63
	981,936.15	2576	62°57.30	145°30.50	+30.0	-57.8	6-W+
BF63	Paxson Junction, near S. highway distance sign opposite airstrip, N. of sign and next to stub of BM F63 (destroyed)						9/65 1/63
	981,931.45	2657	63°01.70	145°29.60	+27.6	-63.0	6-L+

ALASKAN GRAVITY BASE STATIONS

SOUTH INTERIOR (GULKANA TO TOK)

STAT.	LOCATION DESCRIPTION						DATES OF LAST OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	TH
BN27	Gakona Jct., across Hwy. from gas station at BM N 27.						9/63 '63
	981,929.45	1633	62°17.30	145°21.10	-16.0	-71.7	7-L+
BY60	Gakona R. bridge on NW abutment on BM Y60						9/62 '63
	981,941.85	1418	62°18.10	145°18.20	-24.8	-73.2	4-L+
BD28	Glenn Hwy. near Sanford R., on part of old highway at BM D28.						9/62 '63
	981,916.30	1803	62°20.30	145°11.70	-16.9	-78.4	5-W+
BX28	South of Chistochina, 8 miles from lodge at BM X28						8/60 '63
	981,947.95	1865	62°28.90	144°49.80	+9.9	-53.7	8-W+
BJ29	Chistochina, across highway from roadhouse at BM J29						8/60 '63
	981,938.50	1857	62°33.90	144°39.90	-6.5	-69.8	7-W+
/-48	Glenn Hwy., 2 miles N. of Indian R. bridge at U.S. triangulation mark "48".						9/62 '63
	981,949.50	2250	62°41.50	144°23.60	+32.1	-44.6	6-W+
BP30	Slana, on old road and near gate to hunting outfitters at BM P30 in trees.						9/62 '63
	981,951.00	2154	62°42.40	143°57.60	+23.5	-50.0	3-L+
NA85	Nabesna Rd., at MP85 on hill above lake.						9/62 '63
	981,850.30	3202	62°33.30	143°24.20	+32.6	-76.7	2-L+
G70	Glenn Hwy., near Bear Club Inn site, 1/8 mile S. of site, on road at MP70.						8/60 '63
	981,951.80	2262	62°47.45	143°45.90	+28.2	-48.9	6-W+
BT32	Mentasta Lake road junction about ½ mile W. at BM T32.						6/63 '63
	981,937.45	2282	62°55.70	143°38.50	+5.7	-72.2	8-W+
G90	Near Mineral Lake, on Glenn Hwy. above lake at MP 70						8/60 '63
	981,943.40	2199	62°57.00	143°22.80	+2.2	-72.8	8-W+
BP33	Mineral Point airstrip at W. end next to BM P33						6/63 '63
	981,957.10	2020	63°04.30	143°20.80	-9.8	-78.7	2-L+
TOK	Tok Junction, at U.S. Customs shack, beside SW corner of step						8/63 '63
	982,005.30	1631	63°20.20	142°59.20	-17.6	-73.2	8-L
CBDR	Alaska Hwy. at Canadian border on ground under bronze commemorative plaque						7/62 6/63
	981,962.55	1843	62°36.90	141°00.00	-12.6	-50.3	2-L+

See north Interior p. 17-D for more stations S. TOK

ALASKAN GRAVITY BASE STATIONS

NORTH INTERIOR (FAIRBANKS TO NENANA)

STAT.	LOCATION DESCRIPTION						DATES OF LAST OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.57	ADJ.
FBKI	Fairbanks International Airport at base of E. I-beam in waiting room below marker						9/67 W'68
	982,246.40	435	64°49.20	147°51.70	+5.6	-9.2	Base
FBKG	Fairbanks USGS office, 310 First Ave., in front of NW rear door on marker						9/67 11/67
	982,244.01	440	64°50.70	147°42.70	+2.4	-12.8	7-L+
FBKB	Fairbanks old USGS office, 520 Illinois St. at door to concrete block house in rear						8/66 1/67
	982,245.42	438	64°51.10	147°43.20	+2.7	-12.2	5-L+
FBKS	Fairbanks RRS track platform on USGS bench mark "Gravity"						8/66 1/67
	982,244.57	440	64°50.90	147°43.30	+2.3	-12.7	4-L+
FBKU	College, Univ. of Alaska, Geophysical Inst. loading platform on BM F53						8/66 1/67
	982,246.15	515	64°51.45	147°49.39	+10.8	-6.8	4-L
MPYS	Murphy Dome summit, on NE corner 8x10 concrete slab W. of power house on marker						9/67 1/67
	982,111.65	2870	64°57.22	148°21.37	+90.4	-7.5	8-L
MPYR	Murphy Dome RR station on track bed next to track station mark "560" inside S. rail and on marker						9/67 1/67
	982,254.30	479	64°53.95	148°11.65	+12.2	-4.2	8-L
B-N5	Nenana Road at Ester RR crossing on BM N5						8/60 '63
	982,247.90	482	64°51.80	147°52.20	+8.6	-7.9	14-W
LGST	Nenana Road at Little Gold stream bridge center of W. end						8/60 '63
	982,254.45	389	64°40.00	148°56.60	+20.1	-6.8	6-W+
R931	Alaska Railroad near Dunbar station about 1½ mi. S. of Goldstream bridge on track next to MP. 431						8/60 '63
	982,266.25	392	64°45.30	148°48.20	+26.0	+12.6	3-W+
NNEN	North Nenana at gate to fuel storage yard at railroad crossing						8/60 '63
	982,244.00	361	64°34.70	149°06.80	+13.2	+0.9	6-W+
B-W4	Nenana RRS - SW corner on ground below BM W-4						8/60 '63
	982,250.40	352	64°33.85	149°05.60	+19.7	+7.7	10-W
NENA	Nenana Airport in front of door to operations building						4/60 '63
	982,250.90	355	64°32.65	149°04.90	+21.9	+9.8	4-W

ALASKAN GRAVITY BASE STATIONS

NORTH INTERIOR (NW OF RAILROAD)

STAT.	LOCATION DESCRIPTION						DATES OF LAST OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	TIE
LVNG	Livengood airstrip, S. end at road crossing, in center of airstrip.						9/64 3/66
	982,272.74	645	65°31.65	148°32.80	+2.9	-19.1	2-L+
MHS	Manley Hot Springs at aircraft fuel area, N. end of airstrip near road						9/64 '63
	982,267.65	260	64°59.95	150°38.10	-2.0	-10.9	4-L+
MHSP	Manley Hot Springs - road end of path to post office						8/65 '67
	982,267.40	260	65°00.00	150°38.00	-2.3	-11.2	4-L
WIEN	Wien Lake at BM "Wien" at N. end of lake						8/62 '63
	982,170.00	1003	64°22.80	151°15.90	+13.5	-20.7	2-L
MINC	Minchumina, at NE corner of power house on ground						7/67 11/67
	982,154.49	665	63°52.90	152°18.60	+1.7	-21.0	4-L+
TANA	Tanana Airport - steps of FAA operations building, at bottom on concrete						9/64 '63
	982,278.20	226	65 10.40	152°06.30	-6.7	-14.4	3-L
TANB	Tanana Airport - in field E. of FAA operations on VABM "Taraport"						8/65 1/68
	982,278.20	226	65°10.40	152°06.30	-6.7	-14.4	3-L
MCKR	McKinley Park RRS on tracks in front of main office						9/62 '63
	982,049.10	1726	63°43.90	148°54.60	+6.7	-15.1	8-W+
TKLT	McKinley Park Road - Toklat River Ranger cabin, on front porch						9/61 '63
	981,969.35	3070	63°31.10	150°02.80	+68.7	-36.1	4-W+
ELSN	McKinley Park Road - Eielson Ranger Station, ground beside shaft of VABM "Eielson"						9/61 '63
	981,895.20	3730	63°25.85	150°18.60	+62.9	-64.4	7-W
WOND	Wonder Lake Ranger Station on hill near station on BM "Wonder"						9/62 '63
	982,024.55	2119	63°29.55	150°52.30	+36.4	-35.9	6-W

ALASKAN GRAVITY BASE STATIONS

NORTH INTERIOR (NENANA TO BROAD PASS)

STAT.	LOCATION DESCRIPTION						DATES OF LAST OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	TYP.
B-W4	Nenana RRS - SW corner, on ground below BM W-4						8/64 '63
	982,250.40	352	64°33.85	149°05.60	+19.7	+7.7	10-W
B-R4	S. of Clear RR Section House and junction on ground next to BM R4						9/62 '63
	982,211.25	533	64°19.60	149°10.40	+14.3	-3.8	1-L+
BRWN	Browne, on RR tracks in front of station sign						9/62 '63
	982,167.65	807	64°09.00	149°14.30	+9.0	-18.5	3-W
FERY	Ferry, on RR tracks next to "Ferry" sign						9/62 '63
	982,132.45	1004	64°01.00	149°06.90	+1.8	-32.8	1-L+
HLYH	Healy - S. side of main hotel entrance towards track						9/62 '63
	982,084.65	1335	63°51.40	148°57.80	-3.4	-49.0	2-I+
B-C4	Healy railroad yard on bank E. of engine house on ground next to BM C4						8/59 2/68
	982,083.90	1344	63°51.30	148°57.50	-3.5	-49.0	4-W
MCKR	McKinley Park RRS on tracks in front of main office						9/62 '63
	982,049.10	1726	63°43.90	148°54.60	+6.7	-52.1	8-W+
BS-3	S. of Windy at BM S3 one mile S. of station						8/59 '63
	981,993.40	2076	63°27.20	148°50.00	+4.0	+66.8	2-W
TBQ3	Cantwell, on track ½ mile NE of station opposite BM A-3, which was badly heaved by frost						8/64 '63
	981,977.00	2191	63°23.50	148°56.20	+2.6	-72.1	2-L+
CANT	Cantwell station on W. side of track at base of flagpole in front of Post Office						9/61 '63
	981,977.00	2198	63°23.60	148°56.50	+3.4	-71.6	1-L+
SUAS	Summit Airstrip, at NW corner of large white cylindrical tank						9/60 '63
	981,956.30	2400	63°19.72	149°07.94	+6.4	-75.5	3-W+
R804	Broad Pass station on track opposite MP 304						8/59 '63
	981,962.50	2071	63°13.90	149°16.40	-11.3	-81.9	2-W

ALASKAN GRAVITY BASE STATIONS

(NORTH INTERIOR (PAXSON TO MCKINLEY)

STAT.	LOCATION DESCRIPTION						DATES OF LAST OCC'P. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	TIES
BF63	Paxson Jct., N. of a highway distance sign which is S. of Jct., on ground next to stub of BM F63 (destroyed)						9/65 1/66
	981,931.46	2657	63°01.70	145°29.60	+27.6	-63.0	6-L+
D38	Denali Hwy. MP38 on hill E. of Maclaren River on road						6/59 '63
	981,883.17	3485	63°06.30	146°26.50	+51.5	-67.4	3-W
D42	Denali Hwy. MP42 on road opposite Maclaren River Lodge						9/61 '63
	981,913.25	2875	63°07.19	146°31.95	+23.2	-74.9	6-W+
D57	Denali Hwy. MP57 - 1½ miles W. of Clearwater Creek and on road						9/62 '63
	981,906.80	2922	63°02.60	146°54.90	+26.7	-72.9	9-W+
D72	Denali Hwy. MP 72 E. of road to Denali Dam site, on road						9/62 '63
	981,946.80	2778	63°03.00	147°21.80	+52.7	-42.0	5-W+
D81	Denali Hwy. MP 81 at bridge S. of Smitty's gas station						9/61 '63
	981,940.95	2516	63°07.20	147°32.50	+17.1	-68.7	3-W+
D87	Denali Hwy. MP 87 near Gracious House and on road						9/61 '63
	981,923.75	2787	63°11.30	147°35.80	+20.4	-74.6	4-W+
D100	Denali Hwy. MP 100, 5 mi. W. of Canyon Creek on road						7/59 '63
	981,906.10	2725	63°16.70	147°56.50	-9.6	-102.6	3-W+
D102	Denali Hwy. MP 102, 2 miles E. of Bruskana Creek, on road						7/59 '63
	981,905.30	2720	63°16.40	148°00.20	-10.5	-103.3	4-W+
D117	Denali Hwy. MP 117, near old cabin at Nenana River bend, on road						9/61 '63
	981,951.80	2198	63°22.70	148°23.80	-20.7	-95.7	2-L+
D133	Denali Hwy. MP 133 by Cantwell Highway Department						9/61 '63
	981,976.90	2153	63°23.20	148°52.20	-0.4	-73.9	4-W
CANT	Cantwell Station at flagpole in front of Post Office NW of track*						9/61 '63
	981,977.00	2198	63°23.60	148°56.50	+3.4	-71.6	2-L
NCRW	Denali Hwy. at driveway to Nancarrow homestead						7/59 '63
	982,005.60	2638	63°36.60	148°47.10	+57.7	-32.3	7-W
MCKR	McKinley Park RRS, on tracks in front of main office						9/62 '63
	982,049.10	1726	63°43.90	148°54.60	+6.7	-52.1	1-L+

*For additional station at Cantwell see p. 14-D .

ALASKAN GRAVITY BASE STATIONS

NORTH INTERIOR (FAIRBANKS TO TOK)

STAT.	LOCATION DESCRIPTION						DATE OF LAST OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	TIES
/CHE	Chena Hot Springs at S. corner of Admin. Building on VABM "Chena"						6/63 '63
	982,175.55	1190	65°03.20	146°03.30	-10.5	-51.1	2-L
B-U5	Richardson Hwy., 10 miles S. of Fairbanks beside BM U5						9/60 '63
	982,228.60	474	64°46.40	147°26.90	-5.2	-21.4	4-W
S1	Salcha River, boat landing on Richardson Hwy. at base of telephone pole nearest bridge						8/62 '63
	982,210.10	636	64°28.20	146°55.80	+12.8	-8.9	2-L+
SALC	Salcha River on old road by old bridge site at VABM "Bridge"						8/62 '63
	982,207.10	640	64°27.80	146°57.40	+10.6	-11.2	2-L+
RRH	Richardson Road House at NE edge of road opposite cafe door						7/63 '63
	982,158.50	892	64°17.20	146°20.50	-1.8	-32.3	3-L+
TRBR	Richardson Hwy., 100 feet SE of Tanana River bridge at E. side of road						8/62 '63
	982,142.25	998	64°09.35	145°50.90	+1.2	-32.9	7-W
R274	Richardson Hwy., near Tanana River on road beside MP 274.						8/60 '63
	982,141.05	1019	64°08.65	145°49.40	+2.8	-32.0	6-W+
ACS	Delta Junction at ACS station at foot of step to SW door						8/65 2/66
	982,118.90	1159	63°02.20	145°43.80	+73.5	+34.0	10-L
DOTL	Dot Lake Lodge, under overhang by NW door facing road						8/63 '63
	982,041.40	1383	63°39.70	144°03.90	-28.2	+75.3	5-L
RAPS	Cathedral Rapids R.H. at BM "Rapids Azim", in front yard						8/63 6/63
	982,004.25	1548	63°23.15	143°44.60	-29.9	-82.7	6-L
TOK	Tok junction, at U.S. Customs shack, beside SW corner of step						8/63 6/63
	982,005.20	1631	63°20.20	142°59.20	-17.6	-73.2	8-L

ALASKAN GRAVITY BASE STATIONS

NORTH INTERIOR (TOK TO YUKON BORDER)

STAT.	LOCATION DESCRIPTION						
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	
TOK	Tok Junction, at U.S. Customs shack, beside SW corner of step						
	982,005.20	1631	63°20.20	142°59.20	-17.6	-73.2	8-L+
BG34	Tok Hills, on old road at NW corner between Tok and Tanana valleys						8/30 '63
	981,996.05	1802	62°13.40	143°03.10	-2.4	-63.8	5-W
BP33	Mineral Airstrip at W. end next to BM P33						6/63 '63
	981,957.10	2020	63°04.30	143°20.80	-9.8	-78.9	8-W+
40MI	Forty Mile Roadhouse at base of telephone pole nearest Taylor junction						8/63 '63
	981,998.75	1738	63°18.70	142°36.00	-12.1	-71.4	6-L+
MDWY	Midway Lake Landing, in center of clearing at foot of steep driveway						7/62 '63
	982,001.10	1652	63°13.70	142°17.55	-11.8	-68.2	3-W
NWBM	Northway Junction at Alaska Highway Department, BM No. 1						6/63 6/63
	981,979.40	1810	63°00.60	141°47.90	-2.7	-64.5	3-L+
/NOR	Northway Airport at BM "Northway" at base of beacon						6/63 6/63
	981,990.90	1713	62°57.70	141°53.60	-3.2	-55.2	3-L
CBDR	Alaska Hwy. at Canadian border, on ground under bronze commemorative plaque						7/62 6/63
	981,962.55	1843	62°36.90	141°00.00	-12.6	-70.3	2-L+
ROAD	Taylor Hwy. at VABM "Road" 10 miles SW of Chicken						8/30 6/63
	982,015.45	2460	64°00.35	142°06.77	-22.4	-61.5	6-L
SFRH	South Fork Roadhouse in front of door on ground 1½ ft. from stoop						8/63 '63
	982,067.40	1539	64°30.00	141°46.90	-47.2	-99.7	8-L+
CHIK	Chicken-Dawson Road Junction at top of hill at S. post of sign.						8/63 '63
	981,957.05	3609	64°08.30	141°20.30	-62.6	-60.5	8-L
EAGL	Eagle, Episcopal Church NW of fence and NE of sidewalk at BLM mark						8/31 9/63
	982,183.40	898	64°47.40	141°12.00	-11.7	-42.4	4-L

ALASKAN GRAVITY BASE STATIONS

NORTH INTERIOR (DELTA JCT. TO PAXSON)

STAT.	LOCATION DESCRIPTION						DATES OF OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	TIE
ACS	Delta Junction at ACS station at foot of step to SW door						8/65 10/65
	982,118.90	1159	63°02.20	145°43.80	+73.5	+34.0	10-1+
DELB	Delta Airport, N. of FAA Operations building at VABM "Delta"						8/60 '63
	982,103.20	1270	63°59.60	145°43.60	-0.8	-44.1	6-W+
MRJ	Richardson Hwy., and Meadows Rd. Junction, on road at SW corner						8/60 '63
	982,064.90	1547	63°55.65	145°46.70	-8.3	-61.1	7-W+
DRJ	Richardson Hwy. and N. end of Donnelly Road in center of junction						8/60 '63
	982,047.90	1698	63°52.80	145°46.20	-7.7	-65.7	7-W+
B-H7	Donnelly Road S. of the dome and above small lake on BM H-7						8/62 '63
	981,974.55	2811	63°45.60	145°51.10	+32.1	-63.8	7-W+
R241	Richardson Hwy. on hill above Donnelly Inn at MP 241						8/60 '63
	982,003.05	2224	63°42.90	145°51.70	+8.7	-67.2	6-W+
R230	Richardson Hwy. MP 230, 2 miles N. of Rapids Roadhouse at river bend						8/63 '63
	981,974.80	2078	63°34.00	145°51.70	-22.6	-93.5	4-W+
B-Ø7	Rapids Roadhouse, in front of bldg. on BM 07.						8/62 '63
	981,966.00	2129	63°31.75	145°51.40	-23.9	-96.5	3-L+
BZ63	Richardson Hwy. 3/4 mile N. of Miller Creek on BM "Z63"						8/60 '63
	981,934.95	2496	63°23.05	145°43.70	-10.0	-95.1	7-W+
R198	Richardson Hwy. at MP 198, ½ mile N. of Richardson Monument						8/60 '63
	981,880.35	3284	63°11.30	145°32.70	+23.7	-88.3	7-W+
BC63	Richardson Monument, on ground beneath BM C63 NE Summit Lake						8/62 '63
	981,880.55	3270	63°11.10	145°32.40	+22.8	-88.7	4-L+
BF63	Paxson Junction, N. of highway distance sign which is S. of junctio next to stub of BM F63 (destroyed)						9/65 1/63
	981,931.45	2657	63°01.70	145°29.60	+27.6	-63.0	6-L+

ALASKAN GRAVITY BASE STATIONS

YUKON FLATS (RIVER AREA)

STAT.	LOCATION DESCRIPTION						DATES OF LAST OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	TIE
FYUA	Fort Yukon airfield at Wien office on main concrete step and marker						8/66 1/67
	982,357.90	436	66°34.10	145°15.90	-1.6	-16.4	3-L
FYUW	Fort Yukon airfield at Wien office on ground in front of W. door						8/66 1/67
	982,358.00	435?	66°34.10	145°15.90	-1.4	-16.3	7-L+
FYUR	Fort Yukon airfield on Ref. Mark 2 of VABM "Yukon" USAF						8/63 1/67
	982,358.81	444?	66°33.85	145°14.70	+0.4	-14.7	6-L
CNYN	Canyon Village gate corner outside fence around weather instruments						7/63 9/63
	982,374.72	624	67°09.10	142°04.50	-5.2	-26.5	2-L
OJLJ	Old John Lake at door to jamesway at NW end						9/66 1/67
	982,314.05	2242	68°05.30	145°07.70	+26.5	-50.0	2-L+
CHAN	Chandalar River one mile W. of E. fork junction on gravel bar at bushes and camp						8/64 6/66
	982,339.80	790	67°06.00	147°16.00	-21.2	-48.1	1-L+
VENE	Venetie teachers quarters at 6-inch vertical capped pipe near SW corner						8/63 10/63
	982,372.32	538	67°00.75	146°24.90	-6.6	-25.0	3-L
VENF	Venetie school on S. side of flagpole base						8/64 3/69
	982,372.29	538	67°00.75	146°24.90	-6.7	-25.0	3-L
CHAL	Chalkyitsik BIA school in front of door on ground						8/63 9/63
	982,360.95	538	66°39.30	143°43.15	+5.4	-15.9	2-L
SALM	Black River and Salmon Fk. junction at foot of high lone spruce on W. point of junction						8/63 10/63
	982,346.22	619	66°33.05	142°34.00	+5.2	-16.0	2-L
B240	Black River at Grayling Fk. junction on exposed rock in front of cabins						8/63 10/64
	982,312.54	702	66°09.35	142°19.40	+5.6	-18.4	2-L
BEAV	Beaver Village schoolyard on ground at VABM mark, W. of school						9/66 3/66
	982,330.90	362	66°21.60	147°23.70	-21.7	-34.0	1-L+
STEV	Stevens Village on ground next to VABM						8/64 3/6[illegible]
	982,323.57	311	66°00.35	149°07.60	-10.1	-20.7	1-L+
RAMP	Rampart airstrip at junction of road and parking apron						9/6[illegible] 3/6[illegible]
	982,283.60	276	65°30.60	150°08.80	-19.7	-29.1	2-L

ALASKAN GRAVITY BASE STATIONS

YUKON FLATS (TANANA UPLAND

STAT.	LOCATION DESCRIPTION						DATES OF LAST OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	TIE
CIRC	Circle, back of Post Office on corner of concrete block between gas pumps and valves.						9/64 3/66
	982,304.60	597	65°49.55	144°03.60	+10.0	-10.4	3-L
BX59	Circle, on BM X 59 on concrete tower base in old school yard						9/64 2/68
	982,304.55	596	65°49.50	144°03.70	+9.9	-10.4	2-L
CHS	Circle Hot Springs Inn, main N.E. entrance on ground 1.5 feet in front of steps						9/64 3/66
	982,229.32	886	65°28.95	144°38.20	-14.8	-45.0	5-L
/OSP	Circle Hot Springs Airport NE end of NE-SW runway on VABM "OSPA"						9/64 3/66
	982,227.84	843	65°29.20	144°36.30	-20.6	-49.3	4-L
BZ57	Miller Roadhouse on Steese Hwy. NW of junction of roadhouse entrance on BM Z57						9/64 3/66
	982,174.56	1904	65°31.80	145°13.20	-23.0	-42.1	4-L
BT57	Eagle Summit on Steese Hwy on BM T57 1 mile N. of summit						9/64 3/66
	982,067.77	3657	65°30.00	145°23.20	+82.9	-41.9	4-L
BF56	7 miles NE Sourdough Camp on Steese Hwy. and W. of road junction on BM F56						9/64 3/66
	982,151.74	2115	65°20.15	146°16.10	+33.2	-39.0	2-L
BW55	Sourdough camp, N. of Steese Hwy. on BM W55						8/64 3/66
	982,221.05	1424	65°17.45	146°29.00	-40.7	-7.9	3-L
BN55	1/3 mile NE U.S. Camp on N. side of Steese Hwy. on BM N55						9/64 3/66
	982,198.84	1262	65°16.15	146°43.30	+4.7	-38.3	2-L
BZ54	Camp Creek crossing of Steese Hwy. N. of road and W. of Creek on BM Z54						9/64 3/66
	982,220.38	985	65°13.15	147°00.60	-3.7	-29.9	2-L+
BW54	1/2 mile NE of Belle Cr. on Steese Hwy. at BM W54						9/64 3/66
	982,228.74	932	65°13.00	147°00.60	+7.2	-24.6	2-L+
BR53	Near Fox at junction of Elliot and old Steese Hwys. on BM R53						9/64 3/66
	982,227.18	781	64°57.75	147°37.20	+9.0	-17.6	2-L+
LVNG	Livengood airstrip at S. end of airstrip at road crossing in center of strip						9/64 3/66
	982,272.74	645	65°31.65	148°32.80	+2.9	-19.1	2-L+
/CHE	Chena Hot Springs at S. corner of Adm. Bldg. on VABM "Chena"						6/63 '63
	982,175.55	1190	65°03.20	146°03.30	-10.5	-51.0	2-L

ALASKAN GRAVITY BASE STATIONS

NORTHEAST ALASKA

STAT.	LOCATION DESCRIPTION						DATES OF LAST OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	TIE
BRTI	Barter Island airstrip outside center of main doors of hangar						4/65 2/68
	982,596.10	10	70°08.00	143°34.50	-24.7	-25.1	2-L
BRTH	Barter Island airstrip, E. end of hangar on NW corner of concrete winch base						5/64 2/68
	982,596.05	10	70°08.10	143°34.50	-24.7	-25.1	2-L
PTRL	Peters Lake, Arctic Research Lab. cook shack on ground beneath station sign						9/66 2/68
	982,326.50	2805	69°18.40	145°01.80	+17.1	-78.6	4-L
OJLJ	Old John Lake north end on ground at door to Jamesway						9/66 1/67
	982,314.05	2242	68°05.30	145°07.70	+26.5	-50.0	2-L*
ARCV	Arctic Village, BIA school on plank under steps on marker						9/66 1/67
	982,322.90	4045	68°07.65	145°32.10	+14.4	-55.4	2-L

ALASKAN GRAVITY BASE STATIONS

KODIAK, PENINSULA & ALEUTIANS

STAT.	LOCATION DESCRIPTION						DATES OF LAST OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	
KODA	Kodiak airport, PNA terminal at field entrance to waiting room on ground NW of steps.						7/65 11/68
	981,746.00	77	57°30.20	152°45.10	+9.2	+6.6	3-[illegible]
KODP	Kodiak Naval Air Station inside building 17 on concrete floor on USC&GS pendulum mark.						5/61 3/68
	981,746.80	38	57°44.50	152°30.30	+7.2	+5.9	2-W
KODU	Kodiak, new post office, on concrete porch beneath plaque.						7/65 3/68
	981,753.85	25	57°47.30	152°24.10	+30.1	+29.3	2-L
LAZY	Lazy Bay cannery on tip of sand spit						6/61 '63
	981,688.60	9	56°54.10	154°15.00	+15.3	+15.0	3-W
PILO	Pilot Point, SW corner of cannery office and store on ground.						6/62 '63
	981,741.70	12	57°34.00	157°35.40	+14.0	+13.5	3-W
SAND	Sand Point in front of Alaska Dept. of Fish and Game office.						6/[illegible]1 '63
	981,617.60	3	55°19.20	160°31.00	+76.1	+76.0	2-W
COLD	Cold Bay airport on steps of new FAA building beneath sign.						9/67 3/68
	981,553.55	90	55°12.10	162°43.20	+30.3	+27.2	2-L+
DUTC	Dutch Harbor airfield terminal building outside door marked "115" on concrete						7/64 1/66
	981,553.10	10	53 53.70	166°32.20	+133.9	+133.6	1-L
UMNK	Umnak airfield, large hangar NW of runway, outside NE end of large door on concrete at field level.						7/64 1/66
	981,517.25	130	53°22.45	167°54.30	+154.3	+149.9	1-L
ADAK	Adak Naval Air Station terminal porch, in corner between double door and building on concrete marked by yellow paint.						10/67 3/68
	981.422.70	17	51°51.80	176°38.70	+200.9	+200.3	1-L+
AMCH	Amchitka airport, in northernmost of double hangars, 3 ft. inside center of old double doors.						10/67 3/68
	981,362.85	200	51°22.90	179°15.58E	+180.6	+173.8	1-L+
AMCT	Amchitka airport new terminal waiting room in corner.						10/67 3/68
	981,362.70	210	51°22.90	179°15.58E	+181.8	+174.6	1-L+
SHMA	Shemya airstrip - USAF operations building outside entrance at SW corner on pavement on marker.						10/67 3/68
	981,506.60	85	52°42.80	174°07.12E	+196.8	+193.9	2-W
ATTU	Attu Casco Bay airstrip on runway 30' N. of junction with road to buildings on hill, on pavement on marker.						10/67 3/68
	981,534.00	40	52°50	173°11E	+209.6	+208.2	1-W

ALASKAN GRAVITY BASE STATIONS

SOUTHWEST COAST

STAT.	LOCATION DESCRIPTION						DATES OF LAST OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	
BTHN	Bethel, NCA air terminal, main S. entrance from apron on concrete walk at foot of steps and on marker.						9/67 11/67
	981,997.27	130	60°47.05	161°45.29	+24.6	+20.2	3-L+
BTHF	Bethel airport, FAA operations building, SE entrance, on NW corner of broad concrete step on marker.						9/67 11/67
	981,997.47	129	60°47.10	161°45.26	+24.6	+20.2	3-L
BTHP	Bethel post office, outside front steps, on top of green pile post opposite center of steps, on marker.						9/67 11/67
	982,004.25	21	60°47.53	161°45.29	+20.7	+20.0	4-L
DILN	Dillingham airport, NCA terminal on N. side of field door on ground below marker.						9/67 11/67
	981,865.64	80	59°02.51	158°30.30	+25.0	+22.3	2-L
DILP	Dillingham post office, S. side, on NW corner of concrete platform outside NCA freight entrance on marker.						9/67 11/67
	981,869.25	30	59°02.38	158°27.75	+23.6	+23.8	2-L
KS-A	King Salmon airport, old building E. of new NCA terminal (once Bristol Bay's bldg.), at NE corner on ground below marker.						9/67 11/67
	981,842.50	52	58°40.80	156°38.90	+28.2	+26.4	1-L+
ILIA	Iliamna airport FAA operations buildings on concrete base of steps, on marker.						9/67 11/67
	981,902.90	175	59°45.23	154°54.51	+17.7	+8.8	2-L+
ILIL	Iliamna lodge, outside W. door to bar on concrete step on marker.						9/67 11/67
	981,910.07	54	59°45.15	154°49.59	+10.6	+8.8	1-L+

ALASKAN GRAVITY BASE STATIONS

SOUTHWEST (KUSKOKWIM DRAINAGE)

STAT.	LOCATION DESCRIPTION						DATES OF LAST OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	
MINC	Minchumina at NE corner of power house on ground						7/67
	982,154.49	665	63°52.90	152°18.60	+1.7	-21.0	4-L+
MCGN	McGrath, NCA air terminal garage and shed inside center post between large doors on concrete						7/67 11/67
	982,128.10	334	62°57.50	155°35.85	+11.0	-0.3	2-L+
MCGH	McGrath, Harris Inn on end of concrete sidewalk at S. side						7/67 11/67
	982,127.57	330	62°57.48	155°35.50	+10.1	-1.1	2-L
TATA	Takotna Air Force landing strip on concrete slab on field side of small building S. of tower on marker						7/67 11/67
	982,084.85	880	62°53.52	155°58.38	+24.0	-6.1	1-L
TA 1	Tatalina A.F. station, in main garage, E. end of W. door on concrete inside door post						7/67 11/67
	982,062.55	1250	62°54.85	156°00.51	+34.8	-7.8	1-L
OPHR	Ophir airstrip in road leading to town, on SW corner of bridge on marker						7/67 11/67
	982,120.00	591	63°08.71	156°31.28	+13.4	-6.7	1-L
FLAT	Flat airstrip at junction with road, beside NE corner of shack on ground below marker						7/67 11/67
	982,093.42	309	62°27.20	157°59.70	+11.2	+0.7	1-L+
ANIA	Aniak airstrip, at NCA fuel tank between road and strip, on NW corner of wood base on marker						8/67 11/67
	982,054.08	84	61°34.80	159°31.60	+16.3	+13.4	2-L+
ANIH	Aniak, NCA hangar, outside SE corner on concrete base of door support (subject to vibration)						7/67 11/67
	982,053.76	84	61°34.80	159°31.62	+15.9	+13.1	2-L+
ANIF	Aniak, FAA operations building on ground in front of steps towards field						7/67 11/67
	982,053.13	85	61°34.78	159°32.01	+15.4	+12.5	1-L
BTHN	Bethel, NCA air terminal, main S. entrance from apron, at foot of steps on concrete walk on marker						9/67 11/67
	981,997.27	130	60°47.05	161°45.29	+24.6	+20.2	3-L+

NOTE: Other Bethel stations listed on Southwest Coast page

ALASKAN GRAVITY BASE STATIONS

SOUTHWEST (INNOKO RIVER)

STAT.	LOCATION DESCRIPTION						DATES OF LAST OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	ADJ.
OPHR	Ophir airstrip in road leading to town, on SW corner of bridge on marker						7/67 11/67
	982,120.00	591	63°08.71	156°31.28	+13.4	-6.7	1-L
CRIP	Cripple Landing, S. end of large sand bar used as landing strip at stake on bar opposite trail to cache						7/67 11/67
	982,186.40	213	63°41.50	156°21.91	+4.7	-2.6	2-L
IN41	Innoko R. midway from Cripple to N. Fork Jct. at Leonard's cabin, near door on ground below marker						7/67 11/67
	982,194.82	196	63°45.15	156°25.79	+7.1	+0.5	1-L
IN65	Rennie's Landing inside W. door to large quonset on dirt floor below marker						7/67 11/67
	982,194.53	119	63°36.74	157°04.54	+9.7	+5.6	1-L
/DIS	Dishkatak, in field NW of village on top of VABM "Dishkatak" read on tripod with plate 10" above mark						7/67 11/67
	982,181.05	107	63°37.99	157°28.59	-6.4	-10.1	1-L
IR14	Innoko River bank at north side of large stream that runs W. towards VABM "Noko", on top of bank on marker						8/67 11/67
	982,185.65	91	63°24.50	158°15.48	+12.9	+9.8	2-L
IR65	Innoko River at sharp bend 6 mi. SW of VABM "Noko" on top of second ledge from north, on marker						8/67 11/67
	982,178.18	77	63°15.81	158°46.47	+14.7	+12.0	2-L
/ROD	Junction Innoko & Iditarod rivers on N. point mud flats on VABM "Rod"						8/67 11/67
	982,144.85	95	63°01.88	158°46.01	-0.1	-3.28	4-L
SS13	Junction of Shageluk, Sl. & Innoko R. on NE point on top of bank 2½' NE of clump of 5 trees at marker						8/67 11/67
	982,133.00	67	62°55.13	159°27.91	-6.3	-8.6	3-L
SS7	Junction of Shageluk and Holikachuk sloughs on top of W. sand bank at stake						8/67 11/67
	982,140.15	74	62°57.19	159°39.11	-1.0	-3.5	3-L
Y704	Shageluk Sl., ½ m. S. of junction with Yukon R. at S. side of tributary slough on bank beneath marked tree						7/67 11/67
	982,157.07	84	63°02.99	159°45.15	+9.8	+6.9	3-L
SHAG	Shageluk village, old school building, on ground at base of steps to N. door below marker						8/67 11/67
	982,137.10	62	62°41.09	159°33.71	+14.6	+12.5	2-L
SHAS	Shageluk new school, base of steps to main door on timber on marker						8/67 11/67
	982,133.10	93	62°39.46	159°31.68	+15.5	+12.3	2-L
HOLY	Holy Cross, NE corner of new school building N. of church on concrete corner foundation on marker						9/67 11/67
	982,102.55	82	62°12.10	159°46.09	+17.8	+15.0	4-L

ALASKAN GRAVITY BASE STATIONS

SOUTHWEST (COAST AND LOWER YUKON)

STAT.	LOCATION DESCRIPTION						DATES OF LAST OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	TIE
SHAK	Shaktolik, at house nearest N. end of airstrip on ground outside SW corner of vestibule on E. side.						8/67 12/67
	982,273.21	23	64°19.67	161°08.65	+28.3	+27.5	2-I
UNAA	Unalakleet airport, N.E. corner Alaska Airlines terminal outside E. end of garage door on concrete below marker.						8/67 12/6
	982,217.33	13	63°53.04	160°47.82	+3.0	+2.6	4-L+
KHOL	Yukon and Khotol R. junction on top of bank 10 yds. N. of N. point on ground below marker on tree.						7/67 12/67
	982,221.45	107	64°02.31	158°43.79	+5.0	+1.3	3-L
Y704	Shageluk Sl., ½ mi. S. of junction with Yukon R. at S. side of tributary slough on bank beneath marked tree.						7/67 11/67
	982,157.07	84	63°02.99	159°45.15	+9.8	+6.9	3-L
GRYC	Grayling Creek village top of Yukon R. bank at SE corner of school lot at white post & USLM mark S4268 (2 (1963).						7/67 11/67
	982,153.73	83	62°54.53	160°03.51	+16.7	+13.9	3-L
GRYS	Grayling Creek school house at bottom of SW steps to school house and power house walkway, on marker on timber.						7/67 11/67
	982,153.42	83	62°54.53	160°03.51	+16.4	+13.6	2-L
ANVK	Anvik, entrance to old Episcopal Church at NE end of town on top center of concrete steps on marker						9/67 11/67
	982,129.49	68	62°39.46	160°11.95	+9.2	+7.0	4-L+
YA22	Anvik River, 1½ mi. N. of Runkel's Creek at SW elbow of river on top of large rock ledge on marker.						9/67 11/67
	982,149.05	251	63°01.51	160°43.50	+19.3	+10.7	2-L
YA41	Yukon and Bonasila R. Junction on N. point on ground 2' NW of 6" cottonwood tree with marker.						9/67 11/67
	982,122.85	56	62°32.11	160°13.06	+10.8	+8.9	2-L
YA60	Bonasila R., 2½ mi. E. of Stuyahok R. junction at cabin on large meander, near S. door on ground 2' S. of marker.						9/67 11/67
	982,116.60	70	62°28.25	160°44.78	+10.7	+8.3	2-L
HOLY	Holy Cross, NE corner of new school building N. of church on concrete corner foundation on marker.						9/67 11/67
	982,102.55	82	62°12.10	159°46.09	+17.8	+15.0	4-L
MARP	Marshall at NE corner of entrance to Post Office on ground.						9/67 11/67
	982,075.43	41	61°52.89	162°05.20	+10.8	+9.4	1-L
STMN	Andreafsky (St. Mary's) new airport at NCA terminal outside NW door on ground below marker.						9/67 11/67
	982,078.69	302	62°03.5	162°17.50	+24.7	+14.4	3-L
STMM	St. Mary's Mission, main entrance on E. end of first good concrete step above ground level.						9/67 11/67
	982,094.10	25	62°03.20	163°09.91	+14.0	+14.6	2-L

ALASKAN GRAVITY BASE STATIONS

WEST INTERIOR - YUKON RIVER

STAT.	LOCATION DESCRIPTION						DATES OF LAST OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	TIES
RAMP	Rampart airport, at junction of road and aircraft apron on N. side of road						9/64 3/66
	982,283.60	276	65°30.60	150°08.80	-19.7	-29.1	2-L
TANA	Tanana airport at foot of steps to FAA operations building on concrete						9/62 2/67
	982,278.20	226	65°10.40	152°06.30	-6.7	-14.4	3-L
TANB	Tanana airport in field E. of FAA on VABM "Tanaport"						8/65 1/68
	982,278.20	226	65°10.40	152°06.30	-6.7	-14.4	3-L
RUBS	Ruby at main store entrance of Ruby Trading Co. on ground in front of steps and marker						7/67 12/67
	982,267.05	162	64°44.45	155°29.50	+6.1	+0.6	2-L*
GALA	Galena airbase outside N. door to Wien & NCA office on pavement and next to marker						7/67 12/67
	982,269.45	143	64°44.17	156°56.61	+7.1	+2.2	3-L*
KOYU	Koyukuk village at southern front steps to school on ground next to marker						7/67 12/67
	982,280.55	144	64°52.85	157°41.91	+8.0	+3.0	3-L
KOYP	Koyukuk village post office on floor of vestibule below marker						7/67 12/67
	982,280.85	144	64°52.85	157°41.92	+7.7	+2.8	3-L
NULC	Nulato village near store and stream mouth on ground next to USGLO mark corner 1, Survey 2247						7/67 12/67
	982,268.60	124	64°43.17	158°05.89	+5.6	+1.4	2-L
NULS	Nulato village school on ground under E. edge of S. steps on ground next to marker						7/67 12/67
	982,268.55	120	64°43.10	158°06.40	+5.3	+1.2	3-L
Y524	Yukon river island opposite ninemile camp on marker on flat rock of sand bar						7/67 12/67
	982,259.25	110	64°35.80	158°19.50	+3.6	-0.2	3-L
KALP	Kaltag village post office at base of flagpole 8' E. of NE corner of store						7/67 12/67
	982,237.20	141	64°19.64	158°43.12	+3.4	-1.4	2-L
KHOL	Yukon and Khotol R. junction on top of bank 10 yds. N. of N. point on ground below marker on tree						7/67 12/67
	982,221.45	107	64°02.31	158°43.79	+5.0	+1.3	3-L
SHAK	Shaktolik, at house nearest N. end of airstrip on ground outside SW corner of vestibule on E. side						8/67 12/67
	982,273.21	23	64°19.67	161°08.65	+28.3	+27.5	2-L

ALASKAN GRAVITY BASE STATIONS

WEST INTERIOR - KOBUK & KOYUKUK

STAT.	LOCATION DESCRIPTION						DATES OF LAST OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	TIES
BTTF	Bettles airfield in front of steps to FAA Operations building on marker						8/66 12/66
	982,383.95	645	66°54.90	151°31.40	+21.4	-0.6	5-L
BTTB	Bettles airfield on USC&GS mark "Astro"						7/60 '63
	982,384.05	643	66°55.16	151°30.96	+21.0	-0.9	2-W
BTTD	Bettles seaplane landing 4 feet from S. end of gas tank						7/60 '63
	982,386.70	633	66°55.70	151°30.60	+22.2	+0.6	3-W
ALLA	Allakaket airstrip at NW end of NW-SE airstrip 30 feet from river bank						8/66 1/67
	982,358.55	390	66°33.62	152°39.75	-4.7	-18.0	2-L
K498	Alatna River at Sirak Creek on large black rock E. of junction on marker						8/66 1/67
	982,368.75	525	66°42.32	153°18.48	+8.7	-9.2	2-L
TAKA	Takahula Lake, 1962 USGS camp between bush and cook tent (photo available)						8/66 12/66
	982,338.10	810	67°20.80	153°39.50	-36.2	-64.6	3-L
KOBK	Kobuk Village store, center of concrete slab outside of store						7/66
	982,387.45	125	66°54.50	156°53.00	-23.5	-27.8	2-L
NFWC	Noatak River F&WS cabin on ground outside door.						4/65 '66
	982,406.85	477	67°54.65	160°49.50	-35.4	-51.7	3-L
HUGH	Hughes post office on concrete walk in front of steps						8/66 1/67
	982,333.95	285	66°03.10	154°15.50	-5.2	-14.9	3-L
HOG	Hog River Landing SW corner of building on ground ½ foot below marker						8/66 1/67
	982,357.75	206	66°00.46	155°23.50	-14.1	+7.1	2-L
HUSL	Huslia at Lawrence store steps on ground 4 feet below marker						8/66 1/67
	982,322.40	191	65°41.94	156°23.71	-1.8	-8.3	1-L
KOYU	Koyukuk Village at southern front to school on ground next to marker						8/66 12/67
	982,270.55	144	64°52.85	157°41.92	+8.0	+3.1	3-L

ALASKAN GRAVITY BASE STATIONS

SEWARD PENINSULA

STAT.	LOCATION DESCRIPTION						DATES OF LAST OCCUP. & ADJ. TIES
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	
KTZH	Kotzebue village, pre-1962 Wien hotel, (now a dance hall) at sea end and NW corner of vestibule below marker						8/67 11/67
	982,412.32	6	66°54.01	162°35.70	-9.3	-9.5	6-L
KTZT	Kotzebue airport, SE corner of new Wien Hangar at marker inside right end of door						8/67 11/67
	982,414.24	7	66°53.45	162°36.10	-6.7	-6.9	4-L
KTZF	Kotzebue airport, Alaska A.L. new terminal at E. end of freight door on ground below marker						8/67 11/67
	982,412.16	7	66°53.46	162°36.24	-8.8	-9.0	2-L
KTZI	Kotzebue village, Arctic Inn, on ground S. of N. entrance about 1' above path						8/67 11/67
	982,412.64	8	66°53.99	162°35.80	-8.8	-9.0	4-L
KTZC	Kotzebue village, on ground below bell of Friends Church and 6' SW of marker						8/67 11/67
	982,412.48	9	66°53.98	162°35.59	-8.5	-8.7	3-L
DEER	Deering, on ground in front of E. steps of school						7/66 12/66
	982,378.35	5	66°04.53	162°42.95	+11.3	+11.1	2-L
NOMA	Nome airport, FAA Bldg. on W. side of N. door above marker on concrete step						8/67 12/67
	982,274.23	20	64°30.55	165°26.12	+16.2	+15.6	6-L
NOME	Nome, old post office flagpole next to souvenir shop on USBM "TH4"						8/67 12/67
	982,273.73	17	64°29.00	165°24.20	+17.3	+16.7	6-L
NOMP	Nome, new post office on east side of flagpole near bank and above marker on concrete						8/67 12/67
	982,273.70	16	64°29.00	165°24.20	+17.1	+16.6	8-L*
TELL	Teller at N. corner of cemetary near old airstrip on VABM "Teller"						8/67 12/67
	982,311.65	30	65°15.80	166°21.98	+2.1	+1.1	3-L
KUZT	Kuzitrin R. bridge on road to Taylor on NE abutment 4' below road and on marker						8/67 12/67
	982,301.24	27	65°13.05	164°49.22	-5.4	-6.3	4-L
KOUG	Kougarok airstrip at SE end of runway on ground at SW post						8/67 12/67
	982,303.74	270	65°24.28	164°38.94	+7.1	-2.1	7-L
NS 5	Sinuk R. bridge on Teller Rd. at E. end and on road						8/67 12/67
	982,282.08	121	64°43.29	165°55.00	+18.7	+14.6	2-L
SHAK	Shaktolik, at house nearest N. end of airstrip on ground outside SW corner of vestibule on E. side						8/67 12/67
	982,273.21	23	64°19.67	161°08.65	+28.3	+27.5	2-L

ALASKAN GRAVITY BASE STATIONS

NORTHWEST ALASKA - SW EDGE

STAT.	LOCATION DESCRIPTION						DATES OF LAST OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	TIES
LAYA	Point Lay, military airstrip, NW corner of hangar, on concrete step to door						4/65 '66
	982,593.79	10	69°43.80	163°00.80	-3.4	-3.7	1-L+
CLSB	Cape Lisbourne, 25' N. of runway light at E. end of apron						4/65 '66
	982,531.09	12	68°52.50	166°06.70	-14.7	-15.1	3-L
CHAG	Cape Thompson, Proj. Chariot Camp, S. end of old grave						5/64 '66
	982,501.25	34	68°05.95	165°45.40	+5.5	+4.3	3-L
NOAT	Noatak Village airstrip parking apron at path to village						5/64 '63
	982,457.50	74	67°34.55	162°58.40	-1.4	-3.9	2-L
NOAS	Noatak Village school, on concrete base of flagpole at door						8/67 '66
	982,457.40	80	67°34.20	162°58.10	-0.6	-3.3	4-L
NOAM	Noatak Village at USLM 2037-1937 8 feet E. of school						4/65 11/67
	982,457.08	80	67°34.20	162,58.10	-0.9	-3.6	3-L
NFWC	Noatak River, F&WS cabin on ground in front of door						4/65 '66
	982,406.85	477	67°54.65	160°49.50	-35.4	-51.7	3-L
NOAI	Noatak River, 1966 USGS camp on sand bar on marked and staked rock						8/66 1/66
	982,410.90	665	68°06.09	159°34.80	-25.7	-48.4	2-L
KTZT	Kotzebue airport, SE corner of new Wien hangar at marker inside at right end of door						8/67 11/67
	982,414.24	7	66°53.45	162°36.10	-6.7	-6.9	3-L

Other Kotzebue stations on Seward Peninsula Sheet

ALASKAN GRAVITY BASE STATIONS

NORTHWEST ALASKA (NE EDGE)

STAT.	LOCATION DESCRIPTION						DATES OF LAST OCCUP. & ADJ.
	OBS. GRAV.	ELEV.	LATITUDE	LONGITUDE	F.A.A.	B.A-2.67	HH
BARP	Barrow, Arctic Research Lab. heater room, on Univ. of Wisc. Pend. marker						9/66 2/68
	982,699.70	11	71°19.60	156°40.78	+11.6	+11.2	5-I
BARG	Barrow, Arctic Research Lab. greenhouse, on ground near NE corner and near Ostenso's 1962 station						9/66 2/68
	982,699.65	10	71°19.70	156°40.75	+11.6	+11.2	3-L+
BARA	Barrow military airfield, E. steps to old operations bldg. (Wisconsin Station)						5/64 2/68
	982,699.75	12	71°20.16	156°38.72	+11.4	+11.0	2-L+
UMAT	Umiat airfield on ground at SW corner of old Wien operations bldg.						9/66 2/68
	982,544.15	275	69°22.20	152°10.00	-6.8	-16.2	9-L+
UMAP	Umiat, in heater room attached to largest quonset above USC&GS pendulum mark						5/64 2/68
	982,543.55	275	69°22.20	152°10.00	-7.4	-16.7	9-W
ANAK	Anaktuvuk Pass, on ground on SW shore of Lake Eleanor						4/64 12/66
	982,282.07	2124	68°08.90	151°42.50	-20.4	-92.8	3-L
/SUM	Anaktuvuk Pass, on ground next to VABM "Summit" SW of Lake Eleanor						5/64 12/66
	982,281.10	2139	68°08.90	151°42.50	-19.9	-92.9	2-L
ANAA	Anaktuvuk Pass airstrip on ground between sign and Jamesway						5/64 12/66
	982,281.80	2125	68°08.50	151°34.50	-20.1	-92.6	3-W
LIBL	Liberator Lake, U.S.G.S. camp, at stake near flat helicopter landing						9/66 12/66
	982,423.15	1461	68°5180	158°20.80	+23.3	-26.6	2-W
NOLU	Noluck Lake, A.R.L. cabin on ground in front of steps						9/66 12/66
	982,400.00	2001	68°47.10	159°59.80	+46.6	-21.61	2-L
DRIF	Driftwood landing strip, center of runway, about 125 yds. S. of N. end at stake						7/65 2/66
	982,465.20	1200	68°53.70	161°11.50	+29.84	-11.09	2-W
KOKO	Kokolik Lake, on small mound at W. side of lake at stake						7/65 12/66
	982,450.70	1117	68°42.40	161°59.60	+19.06	-19.03	4-W

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with U.S.G.S. gravity bases showing table page and area

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