



General Background:

Before the National Weather Service, the Signal Service reported the weather from various stations around the country. The highest signal service station was on Pikes Peak from 1873 – 1888. The mission of the men stationed atop Pikes Peak was to report the weather, and gather enough information to predict weather patterns. Initially, weather reports were made via telegraphic summaries sent to Washington, D.C. from the various observation sites around the nation, then distributed out to the public via railroad stations and news media outlets. The Pikes Peak mountain observation site was connected to the city of Colorado Springs down below by telegraph line #99. Harsh winds and heavy snow fall often downed the line, at times the poles themselves.

Information on the Maps:

- *Preliminary Plat of U.S. Military Reservation on Pike's Peak* October 1873
- *Mountain Trails of the Pikes Peak Region* 1927

Questions to Consider:

1. What do the maps tell you about the place and time they were created?
2. What is the purpose of each map?
3. How are they different? How are they the same?
4. Why were the maps produced?
5. Look at *Mountain Trails of the Pikes Peak Region*. Why some streets on a grid system and others are not?



PRELIMINARY PLAT
of
U.S. MILITARY RESERVATION
ON PIKE'S PEAK

Surveyed under the direction of 1st Lieut. F.H. Ruffner
Engineer Officer, Dept. of the Missouri.—
October 1873

By Civil Assistant H.G. Prout, assisted by Recorder
Sam Anstey.—

NOTE

The signal station is on the highest point
of the Mountain.

Resurveyed as directed by Lt. B.S.
Headquarters Department of the Missouri
Fort Leavenworth, Mo. February 26, 1874

Bearing	Distance	Feet
S. 65° 45' W.	11.56	11.56
S. 61° 30' W.	7.70	7.70
S. 57° 45' W.	6.24	6.24
S. 48° 15' W.	16.20	16.20
S. 61° 30' W.	16.300	16.300
S. 65° 45' W.	3.86	3.86
S. 49° 45' W.	14.24	14.24

Station	Distance	Azimuth	Bearing
Signal station to 0	183.00	50.58° 45' 22"	
0 - 1	18.50	160° 28' 30"	S. 17° 30' W.
1 - 2	63.75	116° 21' 07"	S. 68° 30' W.
2 - 3	140.0	113° 55' 0"	S. 44° 30' W.
3 - 4	11.83	95° 16' 20"	S. 46° 30' W.
4 - 5	18.6	98° 34' 30"	S. 66° 30' W.
5 - 6	13.8	90° 32' 0"	S. 69° 30' W.
6 - 7	40.0	84° 18' 0"	S. 84° 30' W.
7 - 8	20.0	79° 17' 15"	S. 90° 30' W.
8 - 9	7.32	56° 46' 45"	S. 66° 30' W.
9 - 10	7.47	305° 11' 0"	S. 50° 30' W.
10 - 11	13.6	28° 46' 30"	S. 25° 30' W.
11 - 12	127.08	24° 17' 0"	S. 24° 30' W.
12 - 13	113.8	34° 11' 0"	S. 24° 30' W.
13 - 14	143.40	18° 32' 45"	S. 18° 30' W.
14 - 15	38.70	19° 55' 30"	S. 22° 30' W.

Azimuths from true Meridian, determined by
astronomical observations. Bearings by a magnetic compass,
only to 15' corrected for variation.—

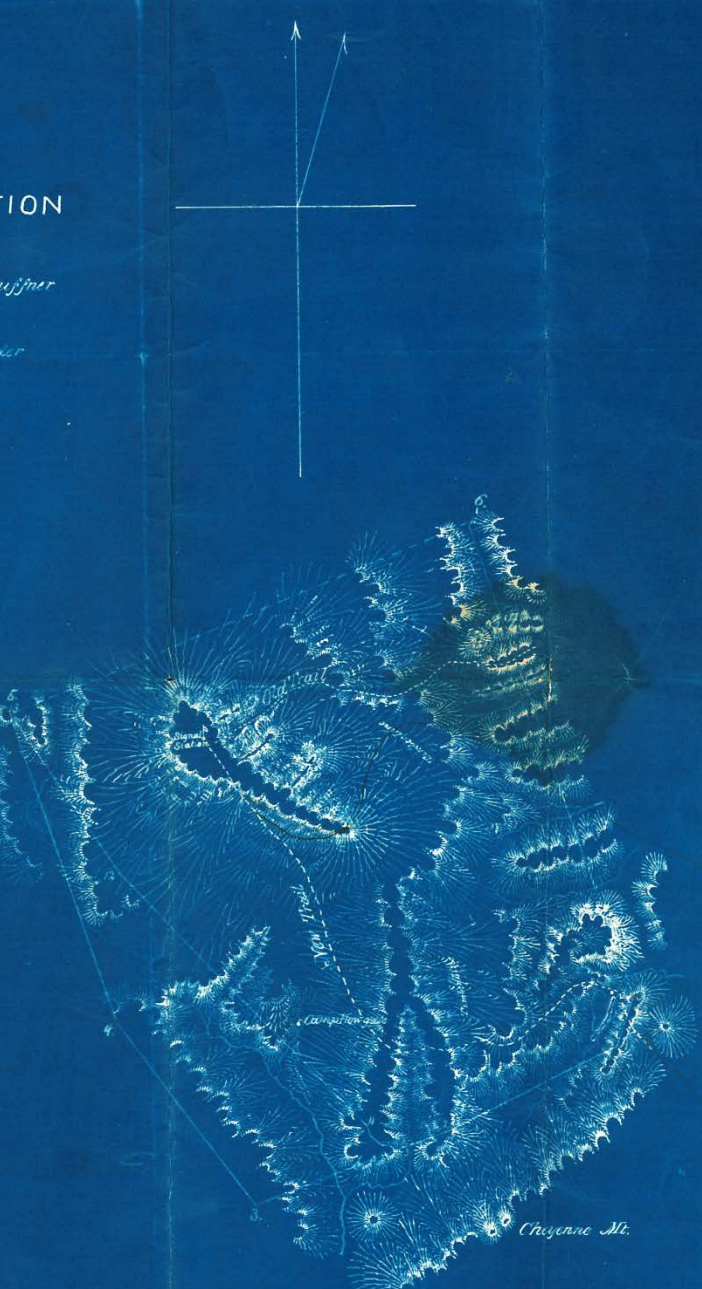
Scale 4000 feet = 1 inch
Variation of Needle 13° 45' East.

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OFFICE CHIEF ENGINEER
HEADQUARTERS DEPARTMENT OF THE MISSOURI
FORT LEAVENWORTH, KANSAS, MARCH, 6th, 1874

F. H. Ruffner

1ST LIEUT. CORPS OF ENGINEERS
CHIEF ENGINEER, DEPT. OF THE MO.





MOUNTAIN TRAILS OF THE PIKES PEAK REGION

