

8123

32100

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	Air Photographic
Field No.	Office No. T-8123
LOCALITY	
State	Maryland
General locality	Chesapeake Bay
Locality	Salisbury
194 2	
CHIEF OF PARTY	
Lt. Comdr. W.D.Patterson	
Comdr. Fred. L.Peacock	
LIBRARY & ARCHIVES	
DATE	

DATA RECORD NO. T-8123
PHOTOGRAPHS

NUMBER	DATE	TIME	SCALE	ALTITUDE	TIDE
8680	4/14/42	11:20	1:20,000	Unknown	1.3' above M. L. W.
8681	4/14/42	11:22	1:20,000	Unknown	1.3' above M. L. W.
8682	4/14/42	11:23 $\frac{1}{2}$	1:20,000	Unknown	1.3' above M. L. W.
8683	4/14/42	11:25	1:20,000	Unknown	1.3' above M. L. W.
8692	4/14/42	11:42	1:20,000	Unknown	1.5' above M. L. W.
8693	4/14/42	11:42 $\frac{1}{2}$	1:20,000	Unknown	1.5' above M. L. W.
8694	4/14/42	11:45	1:20,000	Unknown	1.5' above M. L. W.

The above photographs were taken by the U. S. Coast & Geodetic Survey nine lens camera (focal length 8 $\frac{1}{4}$ ").

The following single lens photographs are also within the detail limits of this map manuscript:

8-12, 8-14, 7-48, 7-50 and 7-52.

These single lens photographs were enlarged from 1:60,000 to 1:20,000. Made by commercial contract with special single lens aerial mapping camera (focal length 4").

SUPPLEMENTAL SURVEYS

Field inspection, elevations, and contours by Field Party No. 2 under the direction of Lt. Comdr. Wm. D. Patterson

GENERAL INFORMATION

Chief of Party.....Comdr. Fred L. Peacock
Projection by.....Washington Office.....May 27, 1942
Projection Checked by.....Washington Office.....May 29, 1942
Scale Plot by.....J.E. Deal, W. VanLoon & J. Reinoldi.....May 25, 1942
Control Plotted by.....Wm. H. VanLoon.....June 1, 1942
Control Checked by.....Joseph Steinberg.....June 1, 1942
Radial Plot by.....J. Steinberg, J.E. Deal.....June 3 & 4, 1942
Radial Points Pricked by.....James E. Sunderland.....June 3 & 4, 1942
Additional Points by.....Harry R. Rudolph.....June 6, 8, 9, 10, 1942
Detail Inked by.....Harry R. Rudolph.....6/11/42 to 3/4/42
Shoreline Inked by.....Harry R. Rudolph.....6/11/42 to 3/4/42

STATISTICS

Area.....56.25 sq. Statute Miles
Shoreline (more than 200m. from opposite shore).....none
Shoreline (less than 200m. from opposite shore).....2.0 Statute Miles

REFERENCE STATION

Sumac, 1932

North American Datum 1927 (adj.)

Latitude $38^{\circ} 20' 40.996''$ (1264.0m.)
Longitude $75^{\circ} 34' 18.431''$ (1447.6m.)

General Procedure in the Production of Topographic Quadrangles for the War Department

This quadrangle, together with similar adjoining maps produced under Project C.S278-B, was prepared by the Coast and Geodetic Survey for the War Department under "General Specifications for War Department Mapping Program" issued about December 1941, in which is incorporated the "Standard of Accuracy for a National Map Production Program" issued by the Bureau of the Budget under date of June 10, 1941.

The general procedure in the production of this and the adjoining quadrangles was:

FIELD SURVEYS

Aerial photography with the Coast and Geodetic Survey nine-lens camera, with airplane and flight crew furnished by the U. S. Coast Guard. The photographs were taken to the scale of 1:20,000. (This photography was supplemented by the use of single-lens photographs.) Ground inspection of the photographs for identification of control points, and classification and clarification of planimetric details on the photographs.

Contouring by planetable directly on the photographs. Supplementary vertical control was established by means of an extensive subordinate level net, furnishing unmarked elevations at road intersections, drive-ways, and numerous other points identifiable on the photographs.

COMPILATION OF MANUSCRIPT

Compilation on the map manuscripts by radial plot methods (celluloid hand templates) of all planimetry and contours. These manuscripts were drawn on the scale of 1:20,000 on celluloid sheets on which polyconic projections had been ruled with the Projection Ruling Machine in the Washington Office. Compilation was accomplished in the Baltimore ~~Survey~~ Photogrammetric Office.

FIELD EDIT

Comparison of a copy of the manuscript with the ground. This included inspection for completeness and accuracy as well as the location by planetable methods of additional details, checking of nautical and aeronautical aids to navigation, etc.

Accuracy Tests - Application of systematic horizontal and vertical accuracy tests to check the maps for conformity with the specifications. These tests consisted of comparison of the map position and elevation of selected random points with the true position and elevation as independently determined by standard survey methods.

PROCESSING IN THE WASHINGTON OFFICE

Review - Examination of the manuscript for accuracy and completeness of compilation and compliance with specifications, correcting where necessary; addition of military and state grids and other special features; and verification of the general adequacy of the manuscript as a basis for the production of a finished map.

Drafting and Reproduction - Preparation of smooth color separation drawings on 1:20,000 scale on metal-mounted "blue-line" copies of the manuscript. From these drawings, negatives and printing plates were prepared for reproduction of the finished map on the scale of 1:31,680 or 1:25,000.

DESCRIPTIVE REPORT
TO ACCOMPANY
AIR PHOTOGRAPHIC SURVEY NO. T48123
MARYLAND
SALISBURY VICINITY

Date of Report

September 16, 1942

INSTRUCTIONS:

This rough draft map manuscript is part of the War Mapping Project CS-278, instructions for which are contained in the Director's letter dated March 4, 1942. This manuscript falls within the sub-project division 278-B, Maryland and Delaware. This $7\frac{1}{2}$ minute manuscript is known as Salisbury Quadrangle No. 19 and is part of the 15 minute Salisbury Quadrangle.

Supplemental instructions are contained in inter-office correspondence of March 27, June 5, and June 24, 1942.

FIELD INSPECTION:

Roads and woods classification, drainage, contours, and elevations by Field Party No.2 under Lt. Comdr. Wm. D. Patterson.

PHOTOGRAPHS:

Photographs were taken with the U. S. Coast & Geodetic Survey nine lens camera (focal length $8\frac{1}{4}$ "); scale of 1:20,000, other photographs were taken by a commercial firm with special single lens aerial mapping camera (focal length 4"). These single lens photographs were taken at 1:60,000 scale and enlarged to 1:20,000 scale. The single lens photographs were used by the field inspection party to show location of Bench Marks, Triangulation and other Control. No detailing was done from the single lens photographs.

CONTROL:

There are fourteen U.S.Coast & Geodetic Survey control stations that fall within the detailed limits of the manuscript, they are as follows:

- ✓Ruark, Md. 1932
- ✓Sumac, Md. 1932
- ✓Gordy 1942
- ✓Wicomico, Md. 1932
- ✓Normal School 1932
- ✓Ward 1932
- ✓Spire, Wicomico Presbyterian Church, 1937
- ✓Jackson Factory Water Tank, 1932
- ✓Salisbury Water Tank, 1932
- ✓Salisbury Standpipe 1932
- ✓Wicomico Hotel Flagpole 1932 *Rejected by Geodesy*
- ✓Courthouse Spire 1932
- ✓Bethseda M. P. Church Tower 1932
- ✓Sunshine Laundry Stack, 1932

CONTROL: (cont'd)

Two U. S. Coast & Geodetic Survey Control Stations are on the outer bounds of the manuscript, they are as follows:

Homestead, 1932
W.B.O.C. Radio Mast, 1942

RADIAL PLOT:

A combined radial plot involving surveys Nos. T-8104, T-8105, T-8106, T-8121, T-8122, and T-8123 was run on June 3 & 4, 1942 by the usual celluloid template method. Surveys Nos. T-8106 and T-8121 which lie west of the 75° 45' meridian and are included in the Tampa Office Project were laid with this plot to establish common control.

The number of control stations permitted good intersection on the secondary control points resulting in a very good plot. The Triangulation and secondary control points pricked on the 1:20,000 photographs were used in cutting in additional detail points. Secondary control points are shown by double purple circles and detailing points are shown by single purple circles on the back of the manuscript.

Wherever a control point is marked by double green circles and detail points are marked by a single green circle, it indicates that the point is weak and was established by only two line intersections.

Some photographs had a slight amount of tilt. Rather than compute this tilt, the radial intersections in the center chambers were disregarded if three or more intersections were made without the center chamber radial lines.

After the plot had been run and all radial points for detailing had been cut in on this map manuscript, a recovery card and geographic position on recoverable Topographic Station, SEW 1932, was received from the Field Party. The Geographic position for this station was on North American Datum. Adjustment to North American 1927 datum was made and the station plotted on the Survey. The station had been pricked for a shore-line radial point and when the station was plotted on the map manuscript from the Geographic Position, the Topographic Station and the radial point as cut in on the map manuscript were found to coincide.

HYDROGRAPHIC SIGNALS:

None appear on this survey.

RECOVERABLE TOPOGRAPHIC STATIONS:

The following Topographic Stations appear on this survey:

SEW, 1932; which already is listed on a recovery card.

Municipal Water Tank, 1942; the Geographic position has been scaled and added to recovery card. Recovery card to be returned to the Field Party.

DETAIL:

A scale plot was run for the entire area 278-B. Surveys Nos. T-8104, T-8105, T-8122, T-8123, T-8131, T-8132, T-8152, and T-8153 were run with the same scale factor correction (1.018). This scale adjustment was a great aid in detailing as the scale plot and the photographic scale were very close.

Buildings: With the exception of small out-buildings, smaller than 5 meters, and those buildings within the congested area of Salisbury which has a street system, it is believed that all discernable buildings have been located on this manuscript.

Roads: Center lines only of roads are shown except at a few complicated intersections, and in villages and towns with a street system.

Roads are classified according to the Field Inspection. Classification followed military Specifications, Plate 42-2194, Engineer Production Plant, The War College, dated January 12, 1942.

Note: Some roads are not classified as they were not classified on the field inspection.

Wooded & Cultivated or Cleared Areas: The demarcation between wooded and cultivated or cleared areas is shown by a light dashed line. Cleared or cultivated areas are qualified by the letters (CL). Wooded areas were classified according to Field Inspection where such classification was given; classification followed military specifications (ref. above). Those wooded areas not classified by the field inspection are designated by the letter "T".

Drainage: Drainage is detailed according to the field inspection. Perennial drainage is shown by a full line; intermittent drainage lines are broken with three dots. Ditches which were quite definite on the Photographs are shown even though not called for on Field Inspection.

Political Boundaries: Political boundaries are located as indicated by the Field Inspection. They are shown by a long dash and two short dashes on the back of the manuscript in blue acid ink.

Contours: Contours were located as indicated by the Field Inspection at 20 Foot intervals. Contours are shown by a full line in red acid ink on the back of the manuscript.

Discrepancies: Where a discrepancy occurs in the location of streams, ditches, or swamps as shown by comparison with the Field Inspection with the stereoscopic interpretation of the photographs, the same has been noted on the discrepancy overlay. Discrepancies between contours, drainage, and political boundaries, as shown by the field inspection for this map manuscript, and as shown for the adjoining Map Manuscript are also noted on the discrepancy overlay.

COMPARISON WITH PREVIOUS SURVEYS:

There are no previous surveys for comparison.

JUNCTIONS:

On the North: Control points are common with Survey No. T-8104. Junctions are in good agreement except for contours which are detailed according to Field Inspection on each Survey.

On the East: Survey No. T-8124 on the east had not been completed far enough for a junction to be made.

On the South: There is a good junction with Survey No. T-8131 on the South as far as it has been completed.

On the West: Control points are common with Survey No. T-8122 to the West. A good junction has been made with this Survey except at the following locations:

At Latitude $38^{\circ} 17'$ the political boundary as shown on the Field Inspection for this survey does not agree with that as shown for the adjoining Survey No. T-8122.

REMARKS:

Roads and wooded areas not classified by Field Inspection have not been classified on this manuscript. The non-classified wooded areas are designated by the letter "T".

Irregularities and omissions in the Field Inspection are indicated on the discrepancy overlay.

Non-classifications, omissions and differences should be checked in the field edit.

HORIZONTAL ACCURACY:

It is believed, that well-defined points of planimetric detail are within the limits of error as contained in Paragraph 54 of instructions for War Mapping Project CS-278, dated March 4, 1942.

RECOMMENDATION FOR FUTURE SURVEYS:

It is believed that the detail, as presented on this survey, is complete, but it is to be field edited for corrections, deletions, and omissions.

Respectfully submitted,

Harry R. Rudolph
Harry R. Rudolph
Sr. Photogrammetric Aide

Preliminary Review,

Jack L. Rihn
Jack L. Rihn
Pr. Photogrammetric Aide

Approved by, 9/25/42

L. W. Swanson
L. W. Swanson, Lieutenant
U. S. Coast & Geodetic Survey

Approved & Forwarded by,

Fred. L. Peacock
Fred. L. Peacock
Officer-in-Charge
Baltimore Field Office

FIELD EDIT

DESCRIPTIVE REPORT TO ACCOMPANY

T-8123

MARYLAND

WAR MAPPING PROJECT CS-278-B

Wm. D. Patterson, Chief of Party.

1. INSTRUCTIONS:

This work was executed under the Director's instructions, dated March 4, 1942; Supplemental Instructions dated March 27, 1942 and August 13, 1942.

2. GENERAL DESCRIPTION OF AREA:

This is a general farming area. The soil is porous and of a sandy-loam texture. The geology of the country could be called "old age" in that the slopes are gentle, the hill curves round and wide-sweeping, and wide, flat valleys. Sharp contours are nowhere in evidence.

The northern portion of the area has several drainage systems which traverse it in an east-west direction. The soil drainage is good, less than three per cent of the area being marshy. The area slopes gradually from the highest elevation to the east with the lowest elevation on the western edge.

Approximately forty per cent of the area is covered with forests comprised of pine and deciduous trees. In a few areas, the undergrowth is very dense.

This area is traversed by several first-class roads, and many second-class. Generally speaking, all portions of the area can be reached by motor roads, all of which are passable except during the rainy season.

3. SURVEY METHODS:

Horizontal and vertical control stations were identified on the single lens photographs covering the area. All stations were referred to the photographs as described in the first method of paragraph 10 of the instructions. Picking Cards were also prepared for the Azimuth marks of the horizontal control stations.

Wye levels were controlled horizontally by spotting the position of elevation points on the photographs. Both single lens and nine lens photographs were used for this purpose. Wye level elevations and positions were transferred to the nine lens photographs used in contouring the area.

In contouring, the work was done on the nine lens photographs. Since the horizontal position of the planetable could nearly always be determined by inspection of the photographic image, very few planetable traverses were run. In determining the plotted position of elevation points secured by planetable, those that could not be plotted by photographic image were obtained by orienting the planetable by image or the declinatoire, obtaining direction to the point by the alidade, determining a scale factor and applying it to the distance of the desired point.

The contours appearing on this sheet are the 20, 40 and 60 foot elevations above mean sea level. Elevations obtained with the planetable and telescopic alidade for the interpolation of contours were obtained by the following methods: Direct leveling, including those in which the upper or lower hair was read; and the use of vertical angles. Inasmuch as the instrument used had a reading error of three per cent, a table was computed which eliminated the error and gave the distance in meters. In computing vertical differences, the following formula was used:

$$\frac{\text{distance in meters times angle in minutes}}{1,000} - \frac{1}{20} = \text{difference in elevation in feet,}$$

or reduced, the formula becomes

$$\frac{d \cdot \alpha}{1,000} = \frac{21}{20}$$

?

The party was composed of four members: A topographer, a planetable man, and two Rodmen.

4. FIELD INSPECTION OF AIR-PHOTOGRAPHS:

The field inspection was done in two steps: Control ties, as mentioned in the first paragraph under survey methods, constituted the first step. Little or no other field inspection was accomplished at this time as it was necessary to furnish the Baltimore Compiling Office with the control data as quickly as possible, so that scale and radial plots could be laid. The first field inspection work was done by Gordon H. Wood, Jr., Sr. Engineering Aid, and W. E. Clark, Photogrammetric Aid, during April and May, 1942. Single lens photographs, numbers 814, 748, 750 and 752, were used.

The second portion of the field inspection was accomplished by W. A. Rasure, Sr. Engineering Aid, and G. L. Anderson, Prin. Photogrammetric Aid. A party headed by W. A. Rasure inspected and classified shoreline, wharf facilities, roads, woods, buildings, and landmark buildings, also clearing up indefinite detail on the west side of the Wicomico River. The remainder of the area was done by a party headed by G. L. Anderson.

The final field inspection was done by G. L. Anderson, Principal Photogrammetric Aid.

5. LEVELING:

Wye levels were observed along most of the principal roads. Permanent Bench Marks had been established along some of them. These checkerboarded the area to such an extent that no point in the area was more than a mile distant from a wye level elevation. Generally speaking, the closures were less than 0.3 tenths of a foot. The necessities for adjustments and reruns were as follows: Closures of .0 to .3 were not adjusted; closures of .3 to .99 were adjusted, and closures of a foot or more were considered as reject. Leveling in the area was accomplished by five parties under the direction of the following men: W. A. Rasure, Sr. Engineering Aid; A. W. P. Rogers, Photogrammetric Aid; Gordon Bowker, Photogrammetric Aid; J. R. Smith, Engineering Aid; W. E. Clark, Photogrammetric Aid. Photographs, numbers 754, 6128, 8665, 8692, 8680, and 8667, were used.

The level parties were composed of four men: Observer, notekeeper, and two rodmen. A wye level, with 12-foot rods graduated in feet and tenths, was used. Elevations were read to the nearest tenth of a foot at road intersection, and to the nearest hundredth at turning points.

6. CONTOURING:

The area west of the Wicomico River was done by L. G. Chambers, Sr. Photogrammetric Aid, and W. A. Rasure, Sr. Engineering Aid. The remainder of the area was contoured by G. L. Anderson, Principal Photogrammetric Aid. The contouring was done upon 1:20,000, nine-lens photographs, numbers 8693 and 8682, during June, 1942. The planetable and telescopic alidade were used. (Planetable control and methods were discussed under the heading "Survey Methods").

7. FIELD EDIT:

This area was field edited by G. L. Anderson. All symbols used were according to the U. S. Geological Survey Bulletin Number 788, and from instructions issued by the Chief of Party, dated August 12, 1942. The position of additive detail was determined in general by pacing from well-defined, given detail.

The transfers of wye level and planetable elevations were checked in the office before beginning field work.

a. Boundaries:

Boundaries of the political sub-divisions were transferred to the Map Manuscript from Census Bureau maps and checked in the field.

b. Buildings:

All buildings missing from the map manuscript were located by pacing from definite points shown on the map manuscript. When it was

impossible to do this, they were located by scaling (making the necessary adjustments) from the photograph. All ordinary-size houses were shown as standard size. Larger buildings were paced and scaled to size. Public buildings, such as hospitals, schools, churches, etc., were shown, but were left unclassified, while barns, chicken houses and other buildings of a permanent nature in the rural areas were classified. All buildings missing were located and classified if other than dwellings. This is in accordance with instructions received.

c. Bridges:

Bridges were classified as to strength by C. C. Fryer, Sr. Photogrammetric Aid, in accordance with special instructions.

d. Roads:

All rural roads, with the exception of short private roads and some short woods trails, were classified.

e. Woods:

The woods areas were classified as to types of trees, density and concealment.

f. Drainage:

The drainage as shown by the compiler was unchanged with the exception of many small ditches which were deleted.

g. Marsh Areas:

With the exception of a few instances, the marsh areas shown by the compiler were unchanged.

h. The shoreline of the Wicomico River was determined, docks and wharves inspected, and found to be essentially as compiled.

i. One channel marker light was added, and several wrecks, as shown on U. S. C. and G. S. Chart Number 567, were determined to be in place but are not shown on the map manuscript. Information concerning the present existence of the wrecks was obtained by questioning several mariners at the Salisbury shipyards.

j. Landmarks for Charts:

No landmarks, other than those already shown on U. S. C. and G. S. Chart number 567, were shown.

k. Power Lines - Telephone Lines:

Power line positions were taken from the maps of the Eastern Shore Public Service Company and the R. E. A. These positions were checked in the field.

1. Geographic Names:

Geographic Names were investigated by a party headed by A. J. Wraight, Photogrammetric Aid. The names shown on this map manuscript were taken from the completed geographic name sheets which are to be submitted as a separate report. The geographic name report for this quadrangle is included in a general report covering the entire area of Project CS-278-B.

8. JUNCTIONS (with adjoining quads):

This sheet joins T-8124 on the East, T-8104 on the North, T-8122 on the West, and T-8131 on the South.

The junction of all lines were checked and found to be in agreement.

9. REMARKS:

The location of cuts and fills was determined in the field and symbolized on the Map Manuscript. In addition, the depth of cut or height of fill, is given on the sheet.

This sheet was checked by G. L. Anderson, Principal Photogrammetric Aid, and it is believed that all data is complete and correct.

10. STATISTICS:

Statute miles of wye level lines	74.5
Square statute miles of contouring	58.0
Square statute miles of field editing	58.0

Submitted by,

E. H. Kirack for
Glenn L. Anderson,
Pr. Photogrammetric Aid.

Approved:

E. H. Kirack for
Wm. D. Patterson,
Chief of Party.

ABBREVIATIONS USED ON FIELD EDIT

WOODS

Concealment:

- A - Trees 10' high - hide troops
- B - Brush, hide troops, impede progress
- C - Scattered brush & hide troops.

Density:

- 1 - Scattered
- 2 - Thinly wooded
- 3 - Heavily wooded
- 4 - Densely wooded.

Type:

- D - Deciduous
- P - Evergreen and pine
- R - Brush
- S - Scrub
- L - Young trees

BRIDGES: (by special party)

<u>First Symbol</u>	One Lane	Unlimited
<u>Capacity</u>	5 m.p.h.	
A	50 tons	25 tons
B	25 "	18 "
C	18 "	13 "
D	10 "	7 "
E	6 "	4 "
F	Light vehicles only.	

Second Symbol

<u>Vertical clearance</u>	A - over 14'
(clear height for	B - " 13'
width of 10')	C - " 12'
	D - " 11', etc.

Third Symbol

<u>Horizontal Clearance</u>	
(width between curbs)	A - over 18'
	B - " 17'
	C - " 16'
	D - " 15', etc.

Fourth Symbol - Year of Classification

- "U" - Underpass (to be substituted for the
- "T" - Tunnels First Symbol where applicable).

ABBREVIATIONS USED ON FIELD EDIT - Continued.

BUILDINGS

d	-	dwelling
b	-	barn
ck.h.	-	chicken house
Sto	-	Store
Bldg	-	building
Ch	-	Church
Sch	-	school
P.O.	-	post office
C.H.	-	Court House
RR.Sta.-		Railroad Station
Hos.	-	Hospital

ROADS

Rd.	-	Road
Classification:		
Rd. 1	-	Dependable, hard surface
Rd. 2	-	Secondary, all weather
Rd. 3	-	Loose surface
Rd. 4	-	unimproved, but graded.
Rd. 4U	-	Track road
Rd. 5	-	Horse or foot trail.
P	-	Private Road
W	-	Width in feet
R R	-	Railroad
Tr	-	Tracks
③	-	U. S. Highway No. 3
⑤	-	State Highway No. 3
⑥	-	County Highway No. 3

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

~~NOT RE-CHARGED~~ } STRIKE OUT ONE
TO BE DELETED

Salisbury, Maryland

October 6

42
1955

chart letter 550-1942-

I recommend that the following objects which have ~~(been inspected from seaward to determine their value as landmarks, been examined from)~~ *(deleted from)* the charts indicated.

The positions given have been checked after listing.

GENERAL
LOCALITY

NAME AND DESCRIPTION

GAS TANK

BRICK GUY

STACK

POSITION

LATITUDE

Q

D. M. METERS

—
0

D. P. METERS

LONGITUDE

DATUM

DATE OF	
LOCATION	

OF
LOCATION

HARBOR CHART

INSHORE CHART

OFFSHORE CHART

**CHARTS
AFFECTED**

456

567

194

Chief of Party.

Wm. D. Patterson

Co. H. Busch for

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

T-8123

No. 1

Remarks.

Decisions

1		382755
2		381755
3		380755
4		382754
5		"
6	Names report calls it a scattered settlement in vicinity of St. Lukes Church	382755
7	This name applies above Park Lake	383755 U.S.G.B
8	Old name Sumac Pond: referred to USGB: apply Schumaker Pond pending its decision	" U.S.G.B
9	Old name Johnson Pond: referred to USGB: apply Parker Mill Pond pending its decision	" "
10	Old name Minksville: apply Mt. Hermon pending USGB decision	" 4
11		"
12		" (also 383756)
13		" (383756)
14		"
15		"
16		383754
17	According to names report, the old Salisbury Airport is to northeast of city	383755
18		"
19		"
20		"
21		"
22	Spell it Schumaker	"
23	According to city map, this should apparently be <u>Snow Hill Road</u>	383755
24		383756
25		"
26	Old name Trappe: apply Tonytank pending USGB decision	" U.S.G.B.
27	Apply from fork of river to Park Lake	" USGB
M 234		

GEOGRAPHIC NAMES

Survey No. T-8123

SALISBURY quadrangle
No. 1

Name on Survey	A	B	C	D	E	F	G	H	K	
✓ Longridge ✓										1
✓ Pusey Branch ✓										2
✓ Dividing Creek ✓										3
✓ Millville Creek ✓										4
✓ Sturges Creek ✓										5
✓ St. Lukes ✓										6
✓ Beaverdam Creek ✓										7
✓ Schumaker Pond ✓										8
✓ Parker Mill Pond ✓										9
✓ Mt. Hermon ✓										10
✓ Beaglin Branch ✓										11
✓ Salisbury ✓										12
✓ Johnson Pond ✓										13
✓ Fooks Pond ✓										14
✓ Morris Prong ✓										15
✓ Widow Hawkins Branch ✓										16
✓ New Salisbury Airport No 2 (Army Airport Directorate)										17
✓ Park Lake ✓										18
✓ White Marsh Creek ✓										19
✓ Slab Bridge Creek ✓										20
✓ Walston Branch ✓										21
✓ Schumaker Road ✓										22
✓ Hall Road ✓										23
✓ Fruitland ✓										24
✓ Tonytank Creek ✓										25
✓ Tonytank ✓										26
✓ South Prong ✓										27

T-8123

No. 2

Remarks

Decisions

1		382758
2		383756
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		"
11		"
12		"
13		382756
14		"
15		"
16	Railway Guide calls it Delmarva Division	Railway Guide
17		Railway Guide
18	According to names report this name should be deleted.	383755
19	or COLBOURNES (census map)	
20		
21		
22		
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. T-8123

No. 2

Name on Survey

	A, On Chart No.	B, On previous survey No.	C, On U. S. quadrangle Maps	D, From local information	E, On local Maps	F, P. O. Guide or Map	G, Rand McNally Atlas	H, U. S. Light List	
✓ <u>Wicomico River</u> ✓									1
✓ <u>Nancy Point</u> ✓									2
✓ <u>Bitter Head Point</u> ✓									3
✓ <u>Williams Point</u> ✓									4
✓ <u>Harbor Point</u> ✓									5
✓ <u>North Prong</u> ✓									6
✓ <u>Owl Point</u> ✓									7
✓ <u>Pryor Branch</u> ✓									8
<u>Lakewood</u> ✓									9
✓ <u>Tonytank Pond</u> ✓									10
✓ <u>Owens Branch</u> ✓									11
✓ <u>Mitchell Pond</u> ✓									12
✓ <u>Passerdyke Creek</u> ✓									13
✓ <u>Stephens Branch</u> ✓									14
✓ <u>Meadow Bridge Branch</u> ✓									15
✓ <u>Pennsylvania</u> ✓ (RR)									16
✓ <u>Baltimore and Eastern</u> ✓ (RR)									17
Jones Pond									18
COLBOURNE NO 6 ✓									19
									20
									21
									22
Special Names Report of Sept. 15, 1942 has a									23
complete list of street names of Salisbury.									24
The street names on overlay are in agreement									25
with this list except item 23 of page No. 1.									26
									27

Names underlined in red approved

by - HECK on 11/24/42

RECORDS

Between January, 1942 and July, 1944, this Bureau completed 323 quadrangles. These maps have been published, or are in the process of being published on scales of 1:31,680 or 1:25,000. This series of quadrangles includes a land area of approximately 15,000 square miles. Incident to this work, a considerable volume of survey records and data has accumulated which will be filed for future reference. This material is filed as follows:

Registered and Filed in the Vault

Cloth-mounted copy of the published quadrangle.

published quadrangle at 1:20,000 scale

Black and white cloth-mounted copy of the ~~map~~ ^{manuscript}. This copy is filed to preserve original survey detail shown on the manuscript at 1:20,000 scale which may not have been shown on the published sheet. For ~~political boundaries,~~ woodland, ~~marsh,~~ and ~~swamp limits,~~ refer to the published quadrangle for the finally adopted ~~positions.~~ outlines.

Descriptive Report.

Division.

Filed in the Photogrammetric Section — Surveys Branch

Field inspection photographs.

Contoured photographs (on which planetable contouring work was performed.)

Field edit sheet.

Descriptions of recoverable topographic stations (Form 524), filed in ~~Reviewing Unit.~~ Section.

Supplementary traverse and level records.

Field notes, computations, lists of positions, and tabulations of results of horizontal and vertical accuracy tests.

Reproduction proof.

Correction sheet (copy of quadrangle showing in red changes to be made when next printed.)

Check lists of work performed on each sheet in the Washington Office during review, drafting, edit, and reproduction.

Original celluloid manuscript.

Copies of specifications and all instructions
to field parties and field offices.

Filed in Reproduction Branch

Glass negatives of the color separation drawings.

Filed in the Library

~~Special report on field work by Commander K. T.
Adams, 1944.~~

Special report on office work by B. G. Jones, 1944.

Season's report on field work by Commander F. L.
Gallen, 1944.

Season's report on field work by Commander R. L.
Schoppe, 1944.

Delivered to the Army Map Service in accordance
with the contract

Film negatives and film positives of the color
separation drawings.

All color separation drawings.

~~Original celluloid manuscript.~~

A correction sheet consisting of a copy of the
first edition of the quadrangle with notes in red
indicating changes desirable at the next printing.

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T- 8123

SALISBURY QUADRANGLE

This quadrangle manuscript has been examined for completeness, accuracy, and conformity with the specifications. It is adequate for smooth drafting, reproduction and publication. Revisions found to be necessary in this office are discussed on the next page.

Horizontal and Vertical Accuracy See the Descriptive Report for T-8104 for the closest horizontal accuracy test comparisons. This test was accepted as satisfactory. The closest vertical accuracy test was performed on T-8122 on field photograph 8665. This test was transferred to the field edit sheet in brown ink and subsequent work in orange ink. The test shows the original field work to be adequate.

Previous Surveys

This manuscript has been compared with the following previous topographic surveys of this Bureau and other agencies. This map is satisfactory to supersede the previous surveys over the common area.

T-4708	1:5,000	1932
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Differences due to recent cultural changes are numerous. The shoreline used on T-8123 is the edge of vegetation visible at high water, whereas the mean high water line is shown on T-4708. T-8123 does not supersede T-4708 for the position of the mean high water line.

"Salisbury"	1:62,500	1901	U.S.G.S.
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Comparison with Nautical Charts Nos. 567

The manuscript has not been applied to the charts at the date of this review. The following comments are pertinent to the compilation and correction of nautical charts:

Inasmuch as topographic detail is derived from T-4708, need for some revision of the chart is indicated, but immediate correction is not necessary.

The following revisions of the map manuscript were found to be necessary and were accomplished as a part of this review:

Minor changes were made to contours and drainage.

Reviewed 2/9/43 By Roy E. Elkins
under direction of D. H. Benson ^{AH/B} Per H.E.B.

Inspected by B. G. Jones B.G. Jones 8/46

Examined and approved:

K.T. Adams
Chief, ~~Surveys Branch~~
Division of Photogrammetry

~~Chief, Topography Section~~

Robert W. Kner
Chief, Div. of Charts
Nautical Chart Branch
Raymond E. Evans
Chief, Div. of Coastal
Surveys