

Original

8240

8240

Form 504	
U. S. COAST AND GEODETIC SURVEY DEPARTMENT OF COMMERCE	
<b>DESCRIPTIVE REPORT</b>	
<i>Type of Survey</i> Air Photographic Topographic	
<i>Field No.</i> .....	<i>Office No.</i> T-8240
LOCALITY	
<i>State</i> Maryland	
<i>General locality</i> Patuxent River	
<i>Locality</i> Hughesville	
194 4	
CHIEF OF PARTY R. L. Schoppe Fred. L. Peacock	
LIBRARY & ARCHIVES	
<i>DATE</i> June 24, 1946	

## DATA RECORD

T- 8240

Quadrangle (II):  $7\frac{1}{2}$  minute Hughesville Project No. (II): CS 288 C  
 N 38 30' - W 76 45/7.5

Field Office: Chief of Party: Ray L. Schoppe  
 WAR MAPPING FIELD PARTY NO. 2

Compilation Office: Balto., Md. Chief of Party: Fred. L. Peacock

Instructions dated (II III): Copy filed in Descriptive  
 Aug. 3, 1942 Report No. T- (VI)  
 May 13, 1943

Completed survey received in office: 5/44

Reported to Nautical Chart Section: 8/44

Reviewed: 6/44 Applied to chart No. Date:

Redrafting Completed: 8/44

Registered: 6/46 Published: 6/45

Compilation Scale: 1:20,000 Published Scale: 1:31680

Scale Factor (III): None

Geographic Datum (III): N. A. 1927 Datum Plane (III): Mean Sea Level

Reference Station (III): ROBERTS, 1943

Lat.:  $38^{\circ} 33' 40.828''$  (1258.9m) Long.:  $76^{\circ} 46' 25.539''$  (618.4m) Adjusted  
~~Unadjusted~~

State Plane Coordinates (VI):  
 Maryland Single Zone

X = 1,089,592.60

Y = 480,711.91

Military Grid Zone (VI)

A - overlapping zone B

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
13272 - 75 Inc.	1/12/43	1:55 P.M.	1:20,000	There are no tidal waters within the limits of this Map Manuscript
13235 - 37 Inc.	1/12/43	12:30 P.M.	1:20,000	
13232 - 34 Inc.	1/12/43	12:30 P.M.	1:20,000	
Single Lens				
AHU 22-79 - 88 Inc.	6/28/37	Unknown	1:20,000	
AHU 4-16 - 25 Inc.	6/23/37	"	1:20,000	
AHU 4-42 - 52 Inc.	6/23/37	"	1:20,000	
AHU 30-04 - 11 Inc.	8/28/37	"	1:20,000	
AHX 30-03	8/28/37	"	1:20,000	
AHX 10-158-160 Inc.	4/24/38	"	1:20,000	
AHU 32-2 - 7 Inc.	9/18/37	"	1:20,000	

Tide from (III): None

Mean Range: None

Spring Range: None

Camera: (Kind or source) U.S.C.&G.S. nine lens camera  
(8 1/4" focal length)

Contouring and - G.H.Wood, Jr. Topo. Engr.

Field Inspection by: R.E.Houtrouw, Sr. Photo. Aid

date: Jan.-Mar. 1944

Field Edit by:

date:

Date of Mean High-Water Line Location (III): None

Projection and Grids ruled by (III) P J H - J T B date: 12/14/43

" " " checked by: B R C - D H B date: 12/15/43

Control plotted by: Natalie Hallock date: 1/3/44

Control checked by: Wm. H. Van Loon date: 1/8/44

Radial Plot by: J. Edward Deal, Jr.  
Joseph Steinberg date: 2/22/44

Detailed by: Carlyn Goldenberg  
Ruth E. Rudolph date: 4/4/44 to  
5/8/44

Reviewed in compilation office by: Wm. H. Van Loon date: 5/4/44 to  
Elevations on field photographs checked by: 5/8/44  
E. Bancroft, Jr. Topo. Engr. Feb. 1944

Elevations on Field Edit Sheet

checked by:

*Frank C. Evans*

date: 6/3/44

STATISTICS (III)

Land Area (Sq. Statute Miles): 58

Shoreline (More than 200 meters to opposite shore): None

Shoreline (Less than 200 meters to opposite shore): None

Number of Recoverable Topographic Stations established: 15  
(13 Bench Marks and 2 Azimuth Reference Monuments)

Number of Temporary Hydrographic Stations located by radial  
plot: None

Leveling (to control contours) - miles: 76.3

Roman numerals indicate whether the item is to be entered  
by, (II) Field Party, (III) Compilation Party, or, (VI) the  
Washington Office.

When entering names of personnel on this record give the  
surname and initials (not initials only).

Remarks:

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

This quadrangle, together with similar adjoining maps produced under Project C.S. 288C, 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.

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, driveways, 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 Tampa 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

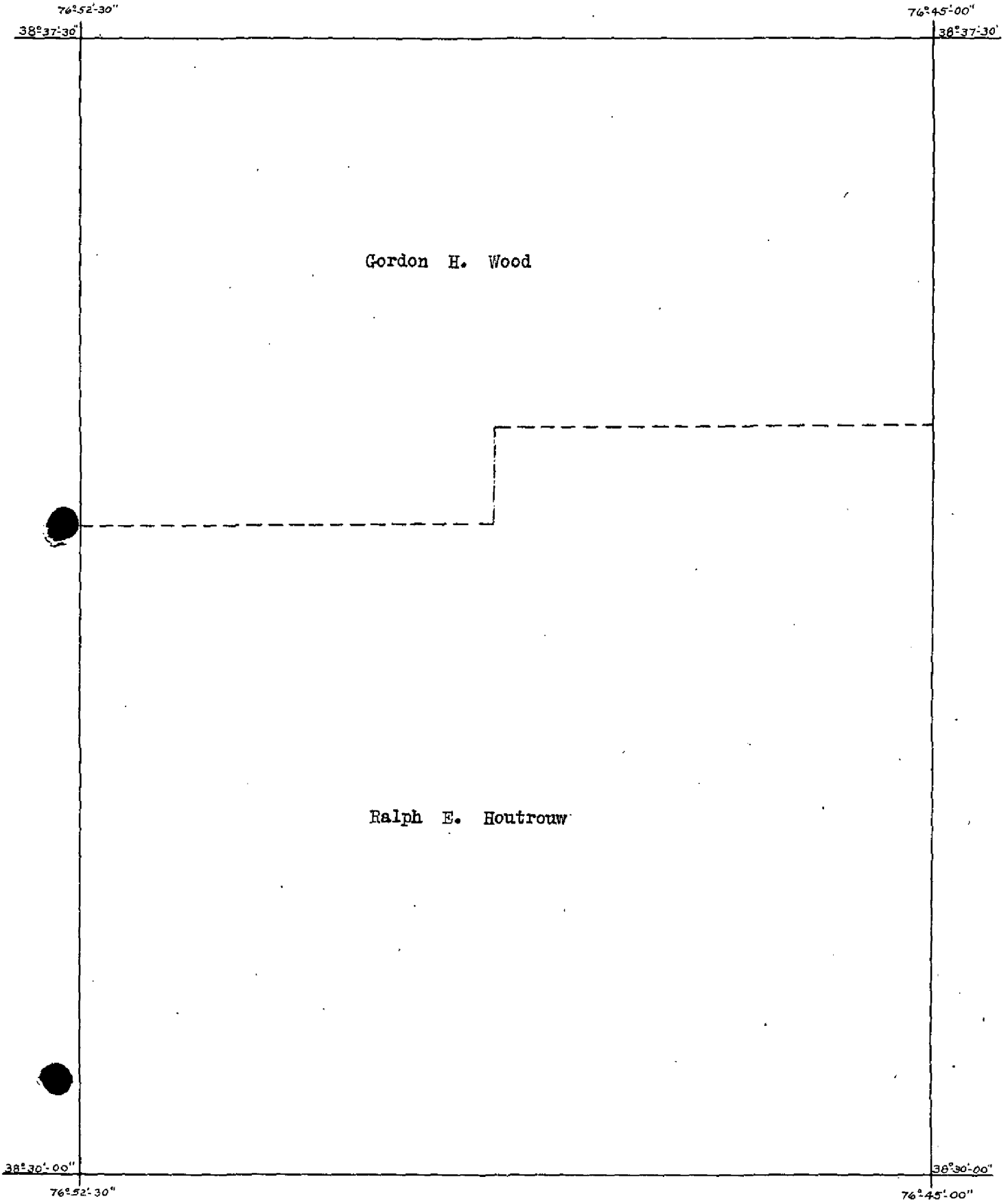
Review - Examination of the manuscript for accuracy and completeness of compilation and compliance with specifications, correcting where necessary; addition of military and state grids and other special features; and verification of the general adequacy of the manuscript as a basis for the production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

PROJECT CS-288-C.

Quadrangle T-8240

TOPOGRAPHERS: Gordon H. Wood Jr. and Ralph E. Houtrow



Gordon H. Wood

Ralph E. Houtrow

## FIELD INSPECTION REPORT

### Quadrangle T-8240

#### 1. Description of Area:

Quadrangle 8240 is bounded on the East by longitude  $76^{\circ} 45'$ , on the West by  $76^{\circ} 52' 30''$ , on the South by latitude  $38^{\circ} 30'$ , and on the North by latitude  $38^{\circ} 37' 30''$ . It lies South of Baltimore, Maryland, and Southeast of Washington, D. C. Hughesville, Maryland is the only village of any size in the quadrangle.

This area is geomorphically in a stage of early youth to late youth. Many remnants of the East Coast peneplain are still remaining. The drainage is dendritic. In no case is it controlled by the structure of underlying rocks.

The area is drained on the East by the Patuxent River and on the West by the Zekiah Swamp.

Farming is prevalent throughout the quadrangle. However, a large part of the area is in woodland. The amount of farming is not as great as in the quadrangles to the North. Farming is in general confined to the more rolling country of the quadrangle. For some reason the flatter parts are not farmed.

#### 2. Completeness of Field Inspection:

All pertinent details on the field inspection in this quadrangle have been clarified. All buildings of importance have been identified. Only the smaller barns, chicken houses, and abandoned dwellings have been left out. All other cultural features have been adequately identified on the photographs. The Classification of wooded areas, marshes, wet weather swamps, and the Zekiah Swamp have been complete. Areas of doubtful drainage have been closely inspected and the correct drainage inked in blue.

#### 3. Interpretation of Photographs:

In general the lighter photographic tones in vegetated areas are deciduous trees and brush. The darker tones are evergreen trees. The interpretation of the tree patterns on the single lens photographs was intensely complicated due to the fact that this set of photographs was taken in the early summer when all trees were in foliage.

The differentiation of photographic tone on the nine lens photographs aided greatly in the determination of tree classification. The lack of differentiation on the single lens photographs hindered greatly the tree classification and hence the determining of the course of drainage.

#### 4. Horizontal Control:

All U. S. Coast and Geodetic Survey triangulation stations and U. S. Geological



January 9, 1943

UNITED STATES COAST AND GEODETIC SURVEY  
First-order leveling

Waldorf to Point Lookout, Md.

Standard elevations based on the Sea-level Datum of 1929, for the bench marks described in the attached list are given below:

<u>B.M.</u>	<u>Adjusted Elevation</u> (Meters) (Feet)	<u>B.M.</u>	<u>Adjusted Elevation</u> (Meters) (Feet)
A 40	59.742 196.004	164.1 (U.S.G.S.)	49.969 163.940
<u>Waldorf</u> , 1.7 Mi. SE. of	159.3	S 40	50.419 165.416
B 40	59.066 193.786	WO 32 (U.S.G.S.)	50.431 165.456
C 40	56.132 184.160	<u>Mechanicsville</u> , 0.4 Mi.	
D 40	57.292 187.966	SE. of, at center of br.	136.6
E 40	56.434 185.151	T 40	53.151 174.380
<u>Waldorf</u> , 5.3 Mi. SE. of	164.1	<u>Mechanicsville</u> , 1.4 Mi.	
<u>Waldorf</u> , 5.7 Mi. SE. of	91.4	SE. of, center of rd. jct.	171.2
<u>Waldorf</u> , 5.9 Mi. SE. of	91.4	161.0 (U.S.G.S.)	49.054 160.938
F 40	30.729 100.817	U 40	48.029 157.575
<u>Waldorf</u> , 6.5 Mi. SE. of	135.7	<u>Mechanicsville</u> , 2.3 Mi.	
G 40	57.797 189.622	SE. of, jct. of St. Hwy.	
H 40	54.674 179.376	235	167.9
J 40	56.048 183.884	V 40	43.270 141.962
<u>Mechanicsville</u> , 9.0 Mi.		W 40	37.591 123.330
NW. of, Xing. of railroad	187.2	X 40	36.491 119.721
K 40	60.659 199.012	<u>Mechanicsville</u> , 4.8 Mi.	
<u>Hughesville</u> , at Xing of		SE. of, at jct. of St.	
St. Hwy. 5 and another hwy.	179.7	Hwy. 234	137.3
L 40	54.653 179.307	<u>Mechanicsville</u> , 5.3 Mi.	
WO 30 (U.S.G.S.)	52.475 172.162	SE. of, opp. school	120.2
M 40	51.167 167.870	Y 40	27.031 88.684
167.0 (U.S.G.S.)	51.190 167.946	<u>Morganza</u> , at rd. Xing.	92.7
<u>Mechanicsville</u> , 5.8 Mi.		Z 40	24.696 81.023
NW. of, at rd. jct.	173.6	<u>Mechanicsville</u> , 6.9 Mi.	
N 40	50.739 166.466	SE. of, front of school	140.2
P 40	50.283 164.970	<u>Mechanicsville</u> , 7.0 Mi.	
165.1 (U.S.G.S.)	50.285 164.977	SE. of, at a bridge	111.5
R.M. WO 31 (U.S.G.S.)	50.138 164.494	A 41	43.149 141.565
WO 31 (U.S.G.S.)	50.704 166.351	B 41	41.695 136.794
<u>Mechanicsville</u> , 3.8 Mi.		<u>Leonardtwn</u> , 5.0 Mi. NW.	
NW. of, Xing. of St. Hwy. 6	173.4	of, at a bridge	94.8
<u>Mechanicsville</u> , 3.6 Mi.		<u>Leonardtwn</u> , 4.9 Mi. NW.	
NW. of, at road jct.	164.7	of, at a bridge	101.9
Q 40	50.942 167.132	C 41	36.221 118.835
173.3 (U.S.G.S.)	52.793 173.205	<u>Leonardtwn</u> , 4.0 Mi. NW.	
R 40	50.620 166.076	of, front of schoolhouse	114.7

<u>B.M.</u>	<u>Adjusted Elevation</u>		<u>B.M.</u>	<u>Adjusted Elevation</u>	
	(Meters)	(Feet)		(Meters)	(Feet)
D 41	35.746	117.277	<u>Great Mills, 6.2 Mi.</u>		
E 41	25.540	83.792	SE. of, at a bridge		7.1
F 41	4.176	13.701	WO 24 (U.S.G.S.)	10.906	35.781
36.1 (U.S.G.S.)	10.990	36.056	<u>Great Mills, 7.2 Mi.</u>		
G 41	28.496	77.086	SE. of, Metaphany St. Xing.		40.1
<u>Leonardtown, 0.3 Mi. NW.</u>			B.M. (Md. Geod. S.)	13.932	45.709
of, at a road junction			V 41	12.011	39.406
WO 13 (U.S.G.S.)	26.423	86.689	<u>Great Mills, 9.4 Mi.</u>		
14.4 (U.S.G.S.)	4.368	14.331	SE. of, at a bridge		7.1
H 41	3.397	11.145	WO 23 (U.S.G.S.)	24.028	78.832
J 41	36.616	120.131	B.M. (Md. Geod. S.)	24.686	80.991
K 41	13.321	43.704	<u>Point Lookout, 9.1 Mi.</u>		
WO 12 (U.S.G.S.)	30.039	98.553	NW. of, at a bridge		10.1
L 41	31.058	101.896	X 41	3.311	10.863
94.6 (U.S.G.S.)	28.413	93.218	W 41	9.493	31.145
M 41	28.360	93.044	73 (U.S.G.S.)	22.066	72.395
N 41	27.967	91.755	32-11 (Md. Geod. S.)	16.526	54.219
WO 11 (U.S.G.S.)	32.030	105.085	WO 21 (U.S.G.S.)	15.158	49.731
98.3 (U.S.G.S.)	29.923	98.172	29.01 (Md. Geod. S.)	8.802	28.878
P 41	31.503*	103.356*	Y 41	4.822	15.820
<u>Great Mills, at rd. jct.</u>			Z 41	3.380	11.089
Q 41	27.282	89.508	WO 22 (U.S.G.S.)	1.892	6.207
WO 10 (U.S.G.S.)	4.214	13.825	U 39	0.980	3.215
R 41	24.584	80.656	20,000 Rear Range	1.666	5.466
S 41	2.894	9.495	B.M. (Md. Geod. S.)	1.241	4.072
<u>Great Mills, 2.9 Mi. SE.</u>			R.M. 3 Tuckerman	1.045	3.428
of, at a bridge			B.M. (Md. Geod. S.)	2.342	7.684
T 41	26.128	85.722	R.M. 2 Tuckerman	2.573	8.442
WO 9 (U.S.G.S.)	32.048	105.144	B.M. (Md. Geod. S.)	2.612	8.570
Chiseled Square	32.075	105.233	Tidal 5	1.267	4.157
B.M. (Md. Geod. S.)	33.220	108.989	Tidal 6	1.065	3.494
U 41	32.593	106.932	Tidal 4	1.053	3.455
			Tidal 1	0.963	3.159

\*First-order leveling by this Bureau in 1942 indicates that the present elevation of bench mark P 41 is 31.509 meters or 103.376 feet.

8/19/41

UNITED STATES COAST AND GEODETIC SURVEY  
First-order leveling

Waldorf to Point Lookout, Md.

This line follows State Highway 5 from Waldorf through Mechanicville, Leonardtown and Great Mills to Point Lookout. The field work was done from April 8 to May 6, 1941, by a party in charge of L.B. Jeffers, Junior hydrographic and geodetic engineer.

For additional bench marks in the vicinity of Waldorf, see "Washington, D.C., to Indian Head, Md."

A 40.--About 1.2 miles southeast along State Highway 5 from the Pennsylvania Railroad station at Waldorf, Charles County, at the junction of a road leading north to a 2-story white farmhouse, 49.5 feet northwest of power-transmission line pole 243, at a 12-inch concrete culvert, in the top of the west corner of the south head wall, at the junction of a road leading south, 22.3 feet south of the center line of the highway, and 19 feet west of the center line of the road. A standard disk, stamped "A 40 1941."

About 1.7 miles southeast along State Highway 5 from Waldorf, top of highway at the center of a bridge over a small stream.

B 40.--About 2.1 miles southeast along State Highway 5 from the Pennsylvania Railroad station at Waldorf, Charles County, about 300 feet south of the junction of the old and new highways, 65 feet west of pole 60, at a 12-inch concrete culvert under the new highway, in the top of the south corner of the west head wall, 65 feet east of the center line of the old highway, and 22 feet west of the center line of the new highway. A standard disk, stamped "B 40 1941."

C 40.--About 3.1 miles southeast along State Highway 5 from the Pennsylvania Railroad station at Waldorf, Charles County, about midway between the summit and the bottom of a long hill sloping to the north, at an 18-inch concrete culvert, in the top of the south corner of the west head wall, 5.6 feet south of the north end, 1.2 feet north of the south end, and 23.5 feet west of the center line of the highway. A standard disk, stamped "C 40 1941."

D 40.--About 4.0 miles southeast along State Highway 5 from the Pennsylvania Railroad station at Waldorf, Charles County, at the junction of a road leading west, 33 feet north of power-transmission line pole 318, at a 12-inch concrete culvert under the road, in the top of the west corner of the south head wall, 29 feet west of the center line of the highway, and 10 feet south of the center line of the road. A standard disk, stamped "D 40 1941."

E 40.--About 5.1 miles southeast along State Highway 5 from the Pennsylvania Railroad station at Waldorf, Charles County, at the junction of a road leading northwest to a farmhouse, 44 feet southeast of power-transmission line pole 343, 7.3 feet south of the center line of the south end of an 18-inch concrete culvert under the road, at a 12-inch concrete culvert, in the top of the south corner of the west head wall, 28.5 feet west of the center line of the highway, and 19.5 feet south of the center line of the road. A standard disk, stamped "E 40 1941."

About 5.3 miles southeast along State Highway 5 from Waldorf, top of highway at the center of the junction of Black Top Road.

About 5.7 miles southeast along State Highway 5 from Waldorf, top of highway at the center of a bridge over Zekiah Swamp.

About 5.9 miles southeast along State Highway 5 from Waldorf, top of highway at the center of a bridge over Zekiah Swamp.

F 40.--About 6.3 miles southeast along State Highway 5 from the Pennsylvania Railroad station at Waldorf, Charles County, about 0.2 mile northwest of the crossroads at Bryantown, about 120 feet northeast of the center line of the old highway, about 80 feet southwest of pole 230, at a 24-inch concrete culvert, in the top of the southwest end, 2 feet northwest of the southeast edge, and 29 feet southwest of the center line of the new highway. A standard disk, stamped "F 40 1941."

About 6.5 miles southeast along State Highway 5 from Waldorf, top of highway at the center of the crossing of Black Top Road.

G 40.--About 7.1 miles southeast along State Highway 5 from the Pennsylvania Railroad station at Waldorf, Charles County, 73.5 feet northwest of power-transmission line pole 395, at an 18-inch concrete culvert, in the top of the southeast corner of the south-west head wall, and 33 feet southwest of the center line of the highway. A standard disk, stamped "G 40 1941."

H 40.--About 8 miles southeast along State Highway 5 from the Pennsylvania Railroad station at Waldorf, Charles County, in the southeast quarter of a crossroads, 85.6 feet north of the northeast corner of a farmhouse, 28.5 feet northwest of power-transmission line pole 416, at a 12-inch concrete culvert, in the top of the south corner of the east head wall, 28.1 feet south of the center line of the highway, and 9 feet east of the center line of the road. A standard disk, stamped "H 40 1941."

J 40.--About 9 miles southeast along State Highway 5 from the Pennsylvania Railroad station at Waldorf, Charles County, about 0.6 mile northwest of the crossing of the Washington, Brandywine & Point Lookout Railroad, in the south quarter of a crossroads, at the junction of a private road leading south to a farm barn, at a 12-inch concrete culvert under the private road, in the top of the southwest corner of the southeast head wall, 31 feet southwest of the center line of the highway, and 8 feet southeast of the center line of the private road. A standard disk, stamped "J 40 1941."

About 9.0 miles northwest along State Highway 5 from Mechanicville, top of west rail of the Washington, Brandywine & Point Lookout Railroad at the crossing of the center line of the highway.

K 40.--In Charles County, about 8.6 miles northwest along State Highway 5 from the post office at Mechanicville, Saint Marys County, at the junction of the driveway leading to the Southern Maryland Warehouse, about 120 feet north of the north corner of the warehouse, at a 12-inch concrete culvert under the driveway, in the top of the southwest corner of the northwest end, 28 feet southwest of the center line of the new highway, 26 feet northwest of the center line of the driveway, and 10 feet northeast of the center line of the old highway. A standard disk, stamped "K 40 1941."

Hughesville, top of highway at the center of the crossing of State Highway 5 and another highway.

L 40.--In Charles County, about 7.9 miles northwest along State Highway 5 from the post office at Mechanicville, Saint Marys County, at the south outskirts of Hughesville, 99 feet east of the east rail of the Washington, Brandywine & Point Lookout Railroad, at an 18-inch concrete culvert, in the top of the south corner of the west head wall, 10 feet south of pole 400, and 4 feet west of the west highway curb. A standard disk, stamped "L 40 1941."

NO 30 (U.S.G.S.).--In Charles County, about 7.3 miles northwest along State Highway 5 from the post office at Mechanicville, Saint Marys County, at the junction of the old highway and a road leading west, about 178 feet east of the center line of the new highway, 24.5 feet west of the center line of the old highway, 20 feet south of the center line of the road, 83.6 feet southeast of the southeast corner of a barn north of the road and between the highways, 8 feet west-southwest of a pole, and 1 foot north of a white wooden post stenciled "U.S.G.S." A United States Geological Survey standard disk, stamped "NO 30 1933" and set in the top of a concrete post about flush with the ground.

M 40.--About 6.4 miles northwest along State Highway 5 from the post office at Mechanicville, Saint Marys County, at the Charles-Saint Marys county line, 27.4 feet south of power-transmission line pole 48, 9.1 feet south of the Charles County sign, at a 15-inch concrete culvert, in the top of the south corner of the east head wall, and 14.4 feet east of the center line of the highway. A standard disk, stamped "M 40 1941."

167.0 (U.S.G.S.).--About 6.4 miles northwest along State Highway 5 from the post office at Mechanicville, Saint Marys County, at the Charles-Saint Marys county line, 33.5 feet east of the east rail of the Washington, Brandywine & Point Lookout Railroad, 7.5 feet south of the Saint Marys County sign, opposite bench mark M 40, described above, at a 15-inch concrete culvert, on the center of the top of the west head wall, and 14.4 feet west of the center line of the highway. A chiseled square, marked "167.0."

About 5.8 miles northwest along State Highway 5 from Mechanicville, top of highway at the center of the junction of a gravel road leading east.

N 40.--About 5.5 miles northwest along State Highway 5 from the post office at Mechanicville, Saint Marys County, about 500 feet south of Saint Marys Inn, 56 feet southeast of the third pole south of the inn, 92 feet northwest of power-transmission line pole 74, 79 feet north of a corner fence post, at the junction of a private road leading northwest to an old farmhouse, at a 12-inch concrete culvert, in the top of the north corner of the west head wall, 22 feet north of the center line of the road, and 15 feet west of the center line of the highway. A standard disk, stamped "N 40 1941."

P 40.--About 4.8 miles northwest along State Highway 5 from the post office at Mechanicville, Saint Marys County, on the inside of a south-to-northeast curve, 76.8 feet south of power-transmission line pole 92, 81 feet southeast of a corner fence post west of the highway, 19 feet southwest of a corner wire gatepost east of the highway, at a 12-inch concrete culvert, in the top of the south corner of the east head wall, and 16 feet east of the center line of the highway. A standard disk, stamped "P 40 1941."

165.1 (U.S.G.S.).--About 4.8 miles northwest along State Highway 5 from the post office at Mechanicville, Saint Marys County, on the outside of a south-to-northeast curve, 69 feet southwest of power-transmission line pole 92, 40.4 feet west of a corner wire gatepost east of the highway, 25 feet southwest of a corner fence post west of the highway, opposite bench mark P 40, described above, on the center of the top of a 12-inch concrete culvert, and 14.6 feet northwest of the center line of the highway. A chiseled square, marked "165.1."

R.M. NO 31 (U.S.G.S.).--About 4.2 miles northwest along State Highway 5 from the post office at Mechanicville, Saint Marys County, 8 feet north of the school sign at Charlotte Hall, about 160 feet northeast of United States Geological Survey bench mark NO 31, described below, 13.5 feet east of the east rail of the Washington, Brandywine & Point Lookout Railroad, in the center of the top of a 12-inch concrete culvert, and 15.2 feet west of the center line of the highway. A chiseled square, marked "164.47."

NO 31 (U.S.G.S.).--About 4.2 miles northwest along State Highway 5 from the post office at Mechanicville, Saint Marys County, at Charlotte Hall, at the front entrance gate to the school, 89 feet west of the center line of the highway, 27 feet south of the center line of the drive leading west to the school, 3 feet east of a board fence, and 1 foot east of a white wooden post stenciled "U.S.G.S." A United States Geological Survey standard disk, stamped "NO 31 1933" and set in the top of a concrete post.

About 3.8 miles northwest along State Highway 5 from Mechanicville, top of highway at the center of the crossing of State Highway 6.

About 3.6 miles northwest along State Highway 5 from Mechanicville, top of highway at the center of the junction of a road leading southwest.

Q 40.--About 3.3 miles northwest along State Highway 5 from the post office at Mechanicville, Saint Marys County, 34 feet west of a school sign, 15 feet northwest of a pole, at a 12-inch concrete culvert, in the top of the southeast corner of the southwest head wall, and 15 feet southwest of the center line of the highway. A standard disk, stamped "Q 40 1941."

173.3 (U.S.G.S.).--About 3.0 miles northwest along State Highway 5 from the post office at Mechanicville, Saint Marys County, 32 feet northwest of the third pole northwest of a small stone house southwest of the highway, at a 12-inch concrete culvert, on the center of the top of the southwest head wall, and 15 feet southwest of the center line of the highway. A chiseled square, marked "173.3."

R 40.--About 2.1 miles northwest along State Highway 5 from the post office at Mechanicville, Saint Marys County, at the inside of a south-to-northwest curve, about 500 feet southeast of a large 2-story farmhouse west of the highway, 99 feet south of a 3-way corner fence post, 4 feet east of the right-of-way fence, at a 12-inch concrete culvert, in the top of the north corner of the west head wall, and 16 feet west of the center line of the highway. A standard disk, stamped "R 40 1941."

164.1 (U.S.G.S.).--About 1.4 miles northwest along State Highway 5 from the post office at Mechanicville, Saint Marys County, about 0.2 mile north of a road leading west to a large barn, 9.5 feet east of the east rail of the Washington, Brandywine & Point Lookout Railroad, at a 12-inch concrete culvert, on the center of the top of the west head wall, and 15 feet west of the center line of the highway. A chiseled square, marked "164.1."

S 40.--About 0.4 mile northwest along State Highway 5 from the post office at Mechanicville, Saint Marys County, about 117 feet northwest of the town sign, at the junction of a road leading southwest, at an 18-inch concrete culvert, in the top of the southeast corner of the southwest head wall, 40 feet southeast of the center line of the road, and 15 feet southwest of the center line of the highway. A standard disk, stamped "S 40 1941."

W0 32 (U.S.G.S.).--At Mechanicville, Saint Marys County, on State Highway 5, at the crossing of a northeast-and-southwest road, 38.5 feet southwest of the center line of the highway, 31.5 feet northwest of the center line of the road, 3.6 feet east of the east corner of a church, 3.6 feet west of a fence, and 1 foot east of a white wooden post stenciled "U.S.G.S." A United States Geological Survey standard disk, stamped "W0 32 1933" and set in the top of a concrete post.

About 0.4 mile southeast along State Highway 5 from Mechanicville, top of highway at the center of a bridge.

T 40.--About 0.9 mile southeast along State Highway 5 from the post office at Mechanicville, Saint Marys County, at the outside of a north-to-southeast curve, 81 feet northwest of the south post of the east guardrail, 54 feet west of a prominent 18-inch pine tree east of the highway, 12 feet east of a rail fence, at a 12-inch concrete culvert, in the center of the top of the west head wall, and 21.6 feet west of the center line of the highway. A standard disk, stamped "T 40 1941."

About 1.4 miles southeast along State Highway 5 from Mechanicville, top of highway at the center of the junction of a road leading west.

161.0 (U.S.G.S.).--About 1.5 miles southeast along State Highway 5 from the post office at Mechanicville, Saint Marys County, 42 feet northwest of the fourth pole east of the junction of a road leading south, at an 18-inch concrete culvert, on the center of the top of the west head wall, and 15 feet southwest of the center line of the highway. A chiseled square, marked "161.0."

U 40.--About 2.0 miles southeast along State Highway 5 from the post office at Mechanicville, Saint Marys County, at about the center of a north-to-south S-curve, 92.5 feet southwest of power-transmission line pole 63, 24.3 feet northeast of the east corner of a small house, at an 18-inch concrete culvert, in the top of the southwest corner of the northwest head wall, and 19.7 feet northwest of the center line of the highway. A standard disk, stamped "U 40 1941."

About 2.3 miles southeast along State Highway 5 from Mechanicville, top of highway at the center of the junction of State Highway 235.

V 40.--About 2.7 miles southeast along State Highway 5 from the post office at Mechanicville, Saint Marys County, about 0.4 mile south of the junction of State Highway 235, on the inside of a north-to-southeast curve, about 106 feet south of the first pole after the crossing of a row of poles, at an 18-inch concrete culvert, in the top of the south corner of the west head wall, and 16 feet west of the center line of the highway. A standard disk, stamped "V 40 1941."

W 40.--About 3.7 miles southeast along State Highway 5 from the post office at Mechanicville, Saint Marys County, about 1.4 mile southeast of the junction of State Highway 235, at the southwest end of a north-to-southeast curve, 96 feet southwest of a prominent 10-inch cherry tree northwest of the highway, 40 feet northwest of the center line of the highway, 6 feet southwest of pole 155, and 1 foot east of a white wooden post stenciled "U.S.G.S." A standard disk, stamped "W 40 1941" and set in the top of a concrete post.

X 40.--About 4.6 miles southeast along State Highway 5 from the post office at Mechanicville, Saint Marys County, at the junction of a road leading northwest, 60.5 feet west of power-transmission line pole 745, 43.7 feet south of the first pole northwest of the highway and northeast of the road, at an 18-inch concrete culvert, in the top of the southwest corner of the northwest head wall, 71 feet northeast of the center line of the road, and 15.7 feet northwest of the center line of the highway. A standard disk, stamped "X 40 1941."

About 4.8 miles southeast along State Highway 5 from Mechanicville, top of highway at the center of the junction of State Highway 234.

About 5.3 miles southeast along State Highway 5 from Mechanicville, top of center line of highway opposite Margaret Brent School.

Y 40.--About 5.6 miles southeast along State Highway 5 from the post office at Mechanicville, Saint Marys County, about 0.2 mile southeast of the Margaret Brent School, about 145 feet southeast of power-transmission line pole 769, about 116 feet northwest of power-transmission line pole 770, at a 24-inch concrete culvert, in the top of the southeast corner of the southwest head wall, and 18 feet southwest of the center line of the highway. A standard disk, stamped "Y 40 1941."

Morgans, top of highway at the center of the crossing of State Highway 5 and a road.

Z 40.--About 6.6 miles southeast along State Highway 5 from the post office at Mechanicville, Saint Marys County, at a 6- by 10-foot concrete bridge, in the top of the west corner of the northwest abutment, 13 feet southwest of the center line of the highway, and 4 feet northeast of a street drain curb. A standard disk, stamped "Z 40 1941."

About 6.9 miles southeast along State Highway 5 from Mechanicville, top of center line of highway in front of a schoolhouse south of highway.

About 7.0 miles southeast along State Highway 5 from Mechanicville, top of highway at the center of a bridge.

A 41.--About 6.6 miles northwest along State Highway 5 from the post office at Leonardtown, Saint Marys County, at the north end of a southwest-to-north curve, about 236 feet north of the center line of a road leading northeast, 89 feet northwest of a guy pole, 68 feet southwest of power-transmission line pole 814, at a 12-inch concrete culvert, in the top of the south corner of the west head wall, and 20 feet west of the center line of the highway. A standard disk, stamped "A 41 1941."

B 41.--About 5.7 miles northwest along State Highway 5 from the post office at Leonardtown, Saint Marys County, about 0.1 mile northwest of a small white farmhouse southwest of the highway, about 250 feet northwest of the junction of the old highway, 56 feet west of power-transmission line pole 836, at a 12-inch concrete culvert, in the top of the northwest corner of the southwest head wall, 21 feet southwest of the center line of the new highway, and 8 feet northeast of the center line of the old highway. A standard disk, stamped "B 41 1941."

About 5.0 miles northwest along State Highway 5 from Leonardtown, top of highway at the center of a bridge.

About 4.9 miles northwest along State Highway 5 from Leonardtown, top of highway at the center of a bridge.

C 41.--About 4.7 miles northwest along State Highway 5 from the post office at Leonardtown, Saint Marys County, at the junction of a road leading west to a school, about 118 feet south of the center line of the road, 53.5 feet north of the first pole south of the junction, 57 feet northwest of power-transmission line pole 857, 22 feet east of a 3-foot oak tree, at a 12-inch concrete culvert, in the top of the north corner of the west head wall, and 21.5 feet west of the center line of the highway. A standard disk, stamped "C 41 1941."

About 4.0 miles northwest along State Highway 5 from Leonardtown, top of center line of highway in front of a schoolhouse east of the highway.

D 41.--About 3.7 miles northwest along State Highway 5 from the post office at Leonardtown, Saint Marys County, at the junction of the old and new highways, 47 feet southwest of power-transmission line pole 879, 10 feet northeast of the first pole west of the new highway and south of the old highway, at a 12-inch concrete culvert, in the top of the south corner of the west head wall, 21 feet southeast of the center line of the old highway, and 16.5 feet west of the center line of the new highway. A standard disk, stamped "D 41 1941."

E 41.--About 2.7 miles northwest along State Highway 5 from the post office at Leonardtown, Saint Marys County, at the junction of a road leading to Omenta, 93 feet northwest of power-transmission line pole 902, 75.5 feet southwest of power-transmission line pole 901, at a 12-inch concrete culvert, in the top of the northwest corner of the northeast head wall, 82 feet west of the center line of the highway, and 16 feet northeast of the center line of the road. A standard disk, stamped "E 41 1941."

F 41.--About 1.8 miles northwest along State Highway 5 from the post office at Leonardtown, Saint Marys County, at a concrete bridge over MacIntosh Run, in the top of the south corner of the southeast abutment, 18 feet southwest of the center line of the highway, and 2.5 feet west of the south post of the southwest guardrail. A standard disk, stamped "F 41 1941."

36.1 (U.S.G.S.).--About 1.3 miles northwest along State Highway 5 from the post office at Leonardtown, Saint Marys County, at the junction of a private road leading north to a large 2-story farmhouse, 87 feet northeast of power-transmission line pole 936, at an 18-inch concrete culvert, on the center of the top of the east head wall, 29 feet east of the center line of the road, 23 feet north of the center line of the highway, and 3.5 feet south of the corner post of a board fence. A chiseled square, marked "36.1."

G 41.--About 0.6 mile northwest along State Highway 5 from the post office at Leonardtown, Saint Marys County, about 267 feet northwest of the town sign, about 119 feet southeast of power-transmission line pole 948, 88 feet north of power-transmission line pole

949, at a 36-inch concrete culvert, in the top of the southeast corner of the southwest head wall, and 18.7 feet southwest of the center line of the highway. A standard disk, stamped "G 41 1941."

About 0.3 mile northwest along State Highway 5 from Leonardtown, top of highway at the center of the junction of a road leading northeast.

WO 13 (U.S.G.S.).--At Leonardtown, Saint Marys County, on State Highway 5, at the north point of the oval at a right-angle turn, 29 feet east of the prolongation of the east curb of a street leading south to the river, 21 feet north of a flagpole, 1 foot south of the north curb of the highway, and 1 foot north of a white wooden post stenciled "U.S.B.M." A United States Geological Survey standard disk, stamped "WO 13 1934" and set in the top of a concrete post.

14.4 (U.S.G.S.).--About 0.3 mile southeast along State Highway 5 from the post office at Leonardtown, Saint Marys County, at a concrete bridge, and on the top of the east parapet. A chiseled square, painted "USBM 14.4."

H 41.--About 0.9 mile southeast along State Highway 5 from the post office at Leonardtown, Saint Marys County, at the junction of St. Andrews Church Road, 15.3 feet southeast of an historical marker lettered "Old St. Andrews Church", at an 18-inch concrete culvert under the road, in the top of the east corner of the north head wall, 25.4 feet northeast of the center line of the highway, and 25 feet north of the center line of the road. A standard disk, stamped "H 41 1941."

J 41.--About 1.9 miles southeast along State Highway 5 from the post office at Leonardtown, Saint Marys County, about 0.1 mile north of a large 2-story farmhouse, 82 feet southwest of the third pole south of the junction of a road leading west to Beauvue, 75 feet south of power-transmission line pole 52, at a 12-inch concrete culvert, in the top of the south corner of the west head wall, 17.3 feet west of the center line of the highway, and 1.6 feet east of the right-of-way fence. A standard disk, stamped "J 41 1941."

K 41.--About 3.2 miles southeast along State Highway 5 from the post office at Leonardtown, Saint Marys County, 56 feet east of power-transmission line pole 49, at a concrete bridge, in the top of the west corner of the northwest abutment, 18 feet southwest of the center line of the highway, and 7.8 feet south of the south guardrail post. A standard disk, stamped "K 41 1941."

WO 12 (U.S.G.S.).--About 3.4 miles southeast along State Highway 5 from the post office at Leonardtown, Saint Marys County, on the summit of a hill, 60 feet north of the northwest brick pillow post, 23.5 feet northeast of the center line of the highway, 13.2 feet southwest of the southwest gatepost, and 1.7 feet southwest of a white wooden post stenciled "U.S.B.M." A United States Geological Survey standard disk, stamped "WO 12 1934" and set in the top of a concrete post.

NOTE.--It was reported in April 1941 that the mark was leaning a little due to the fact that it had been hit during highway construction, but it was still solid in the ground.

L 41.--About 4.4 miles southeast along State Highway 5 from the post office at Leonardtown, Saint Marys County, at the junction of a road leading east to a 2-story farmhouse, 68 feet south of pole 120, 17 feet east of an 18-inch oak tree marked with a triangular blaze, 4 feet west of power-transmission line pole 127, 23.3 feet southwest of the center line of the highway, and 1 foot northeast of a white wooden post stenciled "U.S.B.M." A standard disk, stamped "L 41 1941" and set in the top of a concrete post.

94.6 (U.S.G.S.).--About 4.7 miles northwest along State Highway 5 from the post office at Great Mills, Saint Marys County, at the junction of a road leading south through the woods, 98 feet east of power-transmission line pole 157, 77 feet west of power-transmission line pole 158, at a 12-inch concrete culvert, on the center of the top of the south head wall, opposite bench mark M 41, described below, 15 feet east of the center line of the road, and 14 feet south of the center line of the highway. A chiseled square, marked "94.6."

M 41.--About 4.7 miles northwest along State Highway 5 from the post office at Great Mills, Saint Marys County, at the junction of a road leading south through the woods, 102.6 feet northeast of power-transmission line pole 157, 88 feet northeast of power-transmission line pole 158, in the top of the west corner of a 12-inch concrete culvert, and 17 feet north of the center line of the highway. A standard disk, stamped "M 41 1941."

N 41.--About 3.7 miles northwest along State Highway 5 from the post office at Great Mills, Saint Marys County, 59.3 feet southeast of pole 215, 18.5 feet east of power-transmission line pole 164, 18 feet north of a 10-inch pine tree marked with a triangular blaze, at a 2- by 2-foot concrete culvert, in the top of the southeast corner of the southwest head wall, and 11 feet southwest of the center line of the highway. A standard disk, stamped "N 41 1941."

WO 11 (U.S.G.S.).--About 3.6 miles northwest along State Highway 5 from the post office at Great Mills, Saint Marys County, at the junction of a road leading to Mulberry Fields, about 110 feet east of power-transmission line pole 190, 84 feet northwest of power-transmission line pole 191, 78.6 feet north of the northeast corner of a small farmhouse, 37.5 feet northwest of pole 224, 23 feet northeast of the center line of the highway, and 1 foot southwest of a white wooden post stenciled "U.S.B.M." A United States Geological Survey standard disk, stamped "WO 11 1934" and set in the top of a concrete post.

98.3 (U.S.G.S.).--About 2.9 miles northwest along State Highway 5 from the post office at Great Mills, Saint Marys County, 45.5 feet southeast of an 18-inch pine tree marked with a

triangular blaze, 28 feet south of power-transmission line pole 208, at a 2- by 2-foot concrete culvert, on the center of the top of the south head wall, 12 feet south of the center line of the highway, and about 1.5 feet higher than the highway. A chiseled square, marked "98.3."

P 41.--About 1.9 miles northwest along State Highway 5 from the post office at Great Mills, Saint Marys County, about 240 feet west of the west side of a large barn, 98 feet southwest of power-transmission line pole 32, 28.5 feet south of the center line of the highway, 11 feet south of the right-of-way fence, and 10 feet west of a 10-inch persimmon tree. A standard disk, stamped "P 41 1941" and set in the top of a concrete post.

About 1.4 miles northwest along State Highway 5 from Great Mills, top of highway at the center of the junction of a road leading to Callaway.

Q 41.--About 0.6 mile northwest along State Highway 5 from the post office at Great Mills, Saint Marys County, at a triangle formed by the junction of a road leading northeast past a church, about 107 feet south of the front of the church, 40.5 feet west of the center line of a short road between the highway and the road leading northeast, 28.8 feet north of the center line of the highway, 4.4 feet north of power-transmission line pole 255, and 1 foot south of a white wooden post stenciled "U.S.B.M." A standard disk, stamped "Q 41 1941" and set in the top of a concrete post.

WO 10 (U.S.G.S.).--At Great Mills, Saint Marys County, about 0.4 mile southeast along State Highway 5 from the post office, about 148 feet southeast of the junction of the road leading to Jarboeville, at a Gulf service station, 84 feet east of the east gasoline pump, 22.4 feet south of the center line of the highway, 17.5 feet southwest of pole 1, and 1 foot north of a white wooden post stenciled "U.S.B.M." A United States Geological Survey standard disk, stamped "WO 10 1934" and set in the top of a concrete post.

For additional bench marks in the vicinity of Great Mills, see "Great Mills to Solomons, Md."

R 41.--About 1.4 miles southeast along State Highway 5 from the post office at Great Mills, Saint Marys County, on the summit of a hill, about 113 feet northwest of a road leading northeast to a small farmhouse, 41 feet west of power-transmission line pole 290, 21 feet northwest of pole 49, at a 12-foot concrete bridge, in the top of the northwest corner of the southwest head wall, and 12 feet southwest of the center line of the highway. A standard disk, stamped "R 41 1941."

S 41.--About 2.5 miles southeast along State Highway 5 from the post office at Great Mills, Saint Marys County, at a large concrete bridge, in the top of the west corner of the south head wall, 18 feet north of the south end of the southwest abutment, 2.4 feet east of the west edge of the north corner, 18 feet west of the center line of the highway, and 3.5 feet southwest of the southwest steel guardrail post. A standard disk, stamped "S 41 1941."

About 2.9 miles southeast along State Highway 5 from Great Mills, top of highway at the center of a bridge.

T 41.--About 3.4 miles southeast along State Highway 5 from the post office at Great Mills, Saint Marys County, at the junction of a road leading north, 50 feet north of the center line of the highway, 25 feet east of the center line of the road, in line with a row of young oak trees, and 1 foot south of a white wooden post stenciled "U.S.B.M." A standard disk, stamped "T 41 1941" and set in the top of a concrete post.

WO 9 (U.S.G.S.).--About 4.3 miles southeast along State Highway 5 from the post office at Great Mills, Saint Marys County, at Park Hall, about 104 feet northeast of the post office, 43 feet northeast of the center line of the highway, 32 feet east of the southwest Texaco gasoline pump, and 5 feet south of the south corner of the Brown store. A United States Geological Survey standard disk, stamped "WO 9 1934" and set in the top of a concrete post.

Chiseled Square.--At Park Hall, Saint Marys County, on State Highway 5, 48 feet west of United States Geological Survey bench mark WO 9, described above, 32 feet north of the center line of the highway, 16 feet west of the entrance to the general store, and on the southwest corner of the sidewalk leading to the store dwelling. A chiseled square.

B.M. (Md. Geod.S.).--About 1.1 miles southeast along State Highway 5 from the post office at Park Hall, Saint Marys County, 45 feet north of the center line of the highway, in line with the point of tangency of a curve to the south, and about 1 foot higher than the highway. A State Survey standard disk, set in the top of a concrete post about flush with the ground.

U 41.--About 5.3 miles southeast along State Highway 5 from the post office at Great Mills, Saint Marys County, at the outside of a northeast-to-southeast curve, 80.5 feet northwest of power-transmission line pole 375, 39.5 feet southwest of pole 221, 37 feet west of the center line of the highway, 11 feet southwest of a 12-inch pine tree marked with a triangular blaze, 7.6 feet northeast of a 6-inch pine tree marked with a triangular blaze, and 1 foot east of a white wooden post stenciled "U.S.B.M." A standard disk, stamped "U 41 1941" and set in the top of a concrete post.

About 6.2 miles southeast along State Highway 5 from Great Mills, top of highway at the center of a bridge.

WO 24 (U.S.G.S.).--About 6.7 miles southeast along State Highway 5 from the post office at Great Mills, Saint Marys County, at Saint Marys City, at the entrance to Trinity Episcopal Church, at a right-angle turn, 61.5 feet west of the center line of the highway, 22 feet northwest of the center line of a road leading to the river, 14 feet southwest of the center line of the road leading to

the church, 9 feet south of the southwest iron gatepost, and 1 foot southeast of a white wooden post stenciled "U.S.B.M." A United States Geological Survey standard disk, stamped "WO 24 1934" and set in the top of a concrete post.

About 7.2 miles southeast along State Highway 5 from Great Mills, top of highway at the center of the crossing of Metaphany Street.

B.M. (Md. Geod. S.).--About 8.0 miles southeast along State Highway 5 from the post office at Great Mills, Saint Marys County, in front of a long 2-story house southeast of the highway, about 111 feet southwest of the northwest corner of a 2-story farmhouse, about 103 feet southeast of the southeast corner of the Harris Tea House, 34.2 feet northeast of power-transmission line pole 422, 14 feet northeast of the center line of the highway, 3 feet southeast of pole 333, and 0.7 feet southwest of a white wooden post stenciled "U.S.B.M." A State Survey standard disk, set in the top of a concrete post.

V 41.--About 9.1 miles southeast along State Highway 5 from the post office at Great Mills, Saint Marys County, about 0.1 mile southeast of a cross road, 73.5 feet northwest of power-transmission line pole 438, 45 feet east of pole 379, 20.5 feet northeast of the center line of the highway, 7.2 feet southeast of a 3-way fence corner, and 0.6 feet southeast of a white wooden post stenciled "U.S.B.M." A standard disk, stamped "V 41 1941" and set in the top of a concrete post.

About 9.4 miles southeast along State Highway 5 from Great Mills, top of highway at the center of a bridge.

WO 23 (U.S.G.S.).--About 10.0 miles northwest along State Highway 5 from the lighthouse at Point Lookout, Saint Marys County, 75 feet south of power-transmission line pole 450, 35 feet east of pole 417, 17.3 feet east of the center line of the highway, at a 3-way fence corner, 6 feet north of the corner fence post, 2.6 feet west of the right-of-way fence, and 1 foot west of a white wooden post stenciled "U.S.B.M." A United States Geological Survey standard disk, stamped "WO 23 1934" and set in the top of a concrete post.

B.M. (Md. Geod. S.).--About 9.9 miles northwest along State Highway 5 from the lighthouse at Point Lookout, Saint Marys County, at Saint Iniges, 68.5 feet west of the northwest corner of the first house south of Knott's Garage, at the junction of a private road leading west, 39 feet southwest of power-transmission line pole 456, 30 feet north of the center line of the road, 15 feet west of the center line of the highway, 17.7 feet north of pole 430, 8 feet northeast of a corner fence post, and 1 foot east of a white wooden post stenciled "U.S.B.M." A State Survey standard disk, set in the top of a concrete post.

About 9.1 miles northwest along State Highway 5 from Point Lookout, top of highway at the center of a bridge.

X 41.--About 8.6 miles northwest along State Highway 5 from the lighthouse at Point Lookout, Saint Marys County, at the crossing of a row of power-transmission line poles, about 169 feet south of power-transmission line pole 476 northeast of the highway, at a 5- by 8-foot concrete bridge, in the top of the northwest corner of the southwest head wall, and 11 feet southwest of the center line of the highway. A standard disk, stamped "X 41 1941."

W 41.--About 8.0 miles northwest along State Highway 5 from the lighthouse at Point Lookout, Saint Marys County, at the junction of a road leading west to St. Peter's Clavers Church School Convent, 72 feet southeast of the center line of the road, 31 feet southwest of the center line of the highway, 31 feet northwest of the center line of a road leading south, 48 feet northwest of power-transmission line pole 14-485, 24 feet south of a 12-inch concrete culvert, and 1 foot northeast of a white wooden post stenciled "U.S.B.M." A standard disk, stamped "W 41 1941" and set in the top of a concrete post.

73 (U.S.G.S.).--About 7.4 miles northwest along State Highway 5 from the lighthouse at Point Lookout, Saint Marys County, and on the top of a concrete culvert. A oblique square, painted "USBN 73."

32-11 (Md. Geod. S.).--About 7.1 miles northwest along State Highway 5 from the lighthouse at Point Lookout, Saint Marys County, at Ridge, in the wye formed by the junction of State Highway 235, about 110 feet south of the southeast corner of the Knights of Columbus building, 98 feet southeast of power-transmission line pole 499, 41 feet west of the center line of State Highway 5, 14 feet west of the center line of the road leading to the building, and 0.5 feet south of a white wooden post stenciled "U.S.B.M." A State Survey standard disk, set in the top of a concrete post.

WO 21 (U.S.G.S.).--About 7.1 miles northwest along State Highway 5 from the lighthouse at Point Lookout, Saint Marys County, at Ridge, in the wye formed by the junction of State Highway 235, 27.4 feet east of the center line of State Highway 5, 27 feet west of the center line of State Highway 235, 17.4 feet north of the north end of an 18-inch concrete culvert, and 1 foot west of a white wooden post stenciled "U.S.B.M." A United States Geological Survey standard disk, stamped "WO 21 1934" and set in the top of a concrete post.

E9.01 (Md. Geod. S.).--About 6.0 miles northwest along State Highway 5 from the lighthouse at Point Lookout, Saint Marys County, 41.4 feet north of power-transmission line pole 51, at the junction of a road leading east, 30 feet north of the center line of the road, 16.5 feet east of the center line of the highway, 1 foot west of the right-of-way fence, and 1 foot east of a white wooden post stenciled "U.S.B.M." A State Survey standard disk, set in the top of a concrete post.

Y 41.--About 4.9 miles northwest along State Highway 5 from the lighthouse at Point Lookout, Saint Marys County, at the outside

of a southeast-to-north curve, about 115 feet west of the west corner of a 2-story farmhouse, 30.5 feet southwest of the center line of the highway, 18 feet southeast of the center line of a private road leading south, 14 feet southwest of pole 685, and 1 foot northeast of a white wooden post stenciled "U.S.B.M." A standard disk, stamped "Y 41 1941" and set in the top of a concrete post.

Z 41.--About 4.5 miles northwest along State Highway 5 from the lighthouse at Point Lookout, Saint Marys County, at the junction of a road leading west, 40 feet west of the center line of the highway, 30 feet north of the center line of the road, 47 feet north of power-transmission line pole 551, 20 feet southwest of pole 709, 9 feet north of a 24-inch pine tree, and 1 foot northeast of a white wooden post stenciled "U.S.B.M." A standard disk, stamped "Z 41 1941" and set in the top of a concrete post.

WO 22 (U.S.G.S.).--About 3.3 miles northwest along State Highway 5 from the lighthouse at Point Lookout, Saint Marys County, at the northwest corner of the Soldiers and Sailors Monument, 64.8 feet west of the west edge of the walk, 59 feet south of the center line of the highway, 10.8 feet east of the northwest fence corner, and 1 foot north of a white wooden post stenciled "U.S.B.M." A United States Geological Survey standard disk, stamped "WO 22 1934" and set in the top of a concrete post.

U 39.--About 2.1 miles northwest along State Highway 5 from the lighthouse at Point Lookout, Saint Marys County, at the junction of a private road leading north to the M.W. Knott house, 36 feet north of the center line of the highway, 27 feet west of the center line of the road, 63.5 feet southwest of the southwest corner of the house, 57.5 feet east of a 12-inch pine tree, and 1 foot south of a white wooden post stenciled "U.S.B.M." A standard disk, stamped "U 39 1941" and set in the top of a concrete post.

20,000 Rear Range.--About 1.1 miles north along State Highway 5 from the lighthouse at Point Lookout, Saint Marys County, about midway between the river and the bay, east of the southeast arm of Point Lookout Creek, about halfway down the inside of the west embankment of the old Union Fort northeast of Fort Lincoln, about 200 feet west of the highway, and 1 foot west of a wooden post stenciled "U.S.B.M." A standard disk, stamped "20,000 REAR RANGE" and set in the top of a tile pipe filled with concrete.

B.M. (Md. Geod. S.).--At Point Lookout, Saint Marys County, about 0.9 mile north along State Highway 5 from the lighthouse, about 0.2 mile west of the Point Lookout Hotel, at the crossing of Tenth Street, 32 feet west of the center line of the highway, 23 feet north of the center line of Tenth Street, 13 feet southeast of pole 51, and 1 foot east of a white wooden post stenciled "U.S.B.M." A State Survey standard disk, set in the top of a concrete post.

R.M. 3 Tuckerman.--At Point Lookout, Saint Marys County, at the south edge of a small group of pine trees, about 50 yards west of the south end of a lake, about 113 feet southeast of a pine tree marked with a triangular blaze, 90 feet east of a twin cedar tree, and 1 foot west of a white wooden post stenciled "U.S.B.M." A standard reference-mark disk, stamped "TUCKERMAN NO 3 1934" and set in the top of a concrete post.

B.M. (Md. Geod. S.).--At Point Lookout, Saint Marys County, at the west end of Thirteenth Street, 1 block west of State Highway 5, 19 feet south of the center line of Thirteenth Street, about 147 feet south of the southwest corner of the Balder house, and 1 foot north of a white wooden post stenciled "U.S.B.M." A State Survey standard disk, set in the top of a concrete post.

R.M. 2 Tuckerman.--At Point Lookout, Saint Marys County, about 0.6 mile north along State Highway 5 from the lighthouse, about 0.2 mile south of a water tank, about 150 feet east of the center line of the highway, about 132 feet south of the center line of Thirteenth Street, 4 feet northwest of a pole, and 1 foot west of a white wooden post stenciled "U.S.B.M." A standard reference-mark disk, stamped "TUCKERMAN NO 2 1934" and set in the top of a concrete post.

B.M. (Md. Geod. S.).--At Point Lookout, Saint Marys County, at the intersection of State Highway 5 and Fifteenth Street, 41 feet north of the center line of Fifteenth Street, 40 feet east of the center line of the highway, and 1 foot west of a white wooden post stenciled "U.S.B.M." A State Survey standard disk, set in the top of a concrete post.

Tidal 5.--At Point Lookout, Saint Marys County, at the lighthouse, at the northeast side of the residence, 29.5 feet southeast of the north corner, 27 feet northwest of the east corner, at the entrance to the basement, and in the top of the southeast corner of the top step. A standard disk, stamped "HO 5."

Tidal 6.--At Point Lookout, Saint Marys County, at the lighthouse, 22 feet northeast of the southeast steps leading into the residence, 13 feet east of the east corner of the residence, and in the top of the concrete sidewalk. A standard disk, stamped "HO 6."

Tidal 4.--At Point Lookout, Saint Marys County, at the lighthouse, 3.3 feet east of the north corner of the buoy shed, 18 feet southwest of the southwest rail of the buoy track, and in the top of the concrete sidewalk. A standard disk, stamped "HO 4."

Tidal 1.--At Point Lookout, Saint Marys County, at the lighthouse, 2.5 feet north of the east corner of the buoy shed, 12.8 feet southwest of the southwest rail of the buoy track, and in the top of the concrete sidewalk. A standard disk, stamped "HO 1 1929."

End of the line.

Survey Traverse stations were recovered or thoroughly searched for in this quadrangle and shown on nine lens photographs: 13237, 13272, and 13274. No other control was encountered in this quadrangle.

#### 5. Vertical Control:

Supplemental fly levels were run by Emory Bancroft, Jr. Topo. Engr., in the Southern half of the quadrangle. Levels in the Northern half were run by James M. Grover, Photogrammetric Aid. The levels were run within one half foot of error. All closures over 0.10' of a foot were adjusted over the entire loop. All levels were run with small builders levels and shown on photographs: 13236, 13237, 13272, 13273, 13274 and 13275.

Elevations were spotted at identifiable points, such as road and trail intersections, woodlines, and centerlines of bridges. Where no definite points were possible to prick on photographs, the approximate position of the point was pricked and a hub was set accompanied by guard stakes.

All U. S. Coast and Geodetic Survey bench marks and all U. S. Geological Survey bench marks were recovered and used in running the levels on this quadrangle, shown on photographs 13236 and 13237.

42.1 miles of levels were run by Emory Bancroft, and 34.2 miles were run by James M. Grover.

It is believed that B.M. D40, 1941, is wrong in elevation approximately 1.0 ft. The adjusted elevation shows it to be 186.966 ft. A check between B.M. C 40 and E 40, shows the elevation to be approximately 187.94 ft. Shown on photograph 13232 and in Level Volume No. 36, pages 41 and 42.

#### 6. Contours and Drainage:

Contouring was started January 28, 1944, and completed March 11, 1944. Contouring was done by Gordon H. Wood, Jr. Topographic Engineer, and by Ralph Houtrouw, Senior Photogrammetric Aid.

The methods used in contouring were as follows: (1) Use of regulation U. S. Coast and Geodetic Survey alidade and planetable, and (2) hand level lines controlled by ridges and drains determined under the stereoscope and by using an azimuth compass.

All contouring was done on 9-lens photographs, 13236 and 13237, 13272 to 13275 inclusive, and single lens photographs AHU-22-79 to AHU-22-83 inclusive, AHU-4-21 to AHU-4-24 inclusive, and AHU-4-42 to AHU-4-46 inclusive. Drainage on nine lens photographs was determined by the Washington Office using stereoscopic methods and inked with white ink. This drainage and additional drainage put in by the topographer in the office and field was checked and corrected in the field and later checked under the stereoscope. Drainage on the single lens photographs was done by the topographer in the office and field, and was checked in a similar manner. All drainage is in blue ink and the conventional drainage symbols were used.

No true depression contours occur in this area. All depressions were caused by railroad fills, and highway fills. The depression symbol was shown only at the downstream termination of the depressions.

All large closures of planetable traverses horizontally were corrected. All planetable and hand level traverses between vertical control were corrected if the error was too great.

7. Mean High Water Line:

Not applicable to the quadrangle.

8. Mean Low Water Line:

Not applicable to the quadrangle.

9. Wharves and Shoreline Structures:

Not applicable to the quadrangle.

10. Details Offshore From Highwater Line:

Not applicable to the quadrangle.

11. Landmarks and Aids to Navigation:

Not applicable to the quadrangle.

12. Hydrographic Control:

Not applicable to the quadrangle.

13. Landing Field and Aeronautical Aids:

No landing field or aeronautical aids were noted in the work on this quadrangle.

14. Road Classification:

All public roads and most private roads have been identified and classified. Farm roads shorter than 500 to 700 feet have not been classified. Usually they are Rd. 4P or Rd. 4UP. The instructions were followed closely in classifying roads.

15. Bridges:

Bridges were classified according to instructions by C. C. Fryer, Jr. Topographic Engineer, and shown on photographs 13236, 13237 and 13273.

16. Buildings and Structures:

Dwellings were circled in red and either not identified or identified by the



the abbreviation "ho". Barns are circled in red and labeled "b", and "ba" if larger than dwelling or isolated. Otherwise they are left out and not deleted. Stores are circled and labeled "sto". Schools and churches are identified by name if the name could be determined. Cemetery boundaries are laid off accurately and the cemetery is identified by a cross, and the following symbol: "c3m".

17. Boundary Monuments and Lines:

Political boundaries and lines were located by C. C. Fryer, Jr. Topographic Engineer, on photographs 13237, and 13273.

The Cedarville State Forest lies in quadrangle 8247 and 8240. Due to the numerous corners and lines involved in this Forest, and no monuments being set at the corners, no attempt was made to locate all of the corners. A plan of the Forest was obtained from the State Department of Forestry, scale 1:62500, and a few corners were located on photograph 13237, common to both maps, in order that the compilation office may trace the boundaries on to the compilation.

18. Geographic Names:

This is the subject of a special report. *lit*

19. Junctions

A satisfactory junction was made with quadrangle 8247 to the North.

No junction was made with quadrangle 8239 to the West. The work on this quadrangle was not finished at the date of this survey.

The junction to the East was made with U. S. Geological Survey revised edition of 1938. The general shape of the contours was the same. However, the position of the various contour junctions is not satisfactory. The contours along the Eastern edge of this quadrangle were run in with a plane table traverse and are thought to be accurate in position and elevation.

The junction to the South was made with U. S. Coast and Geodetic Survey work of 1941 and 1942. The junction was very good.

20. Agreement With Previous Survey:

The 1913 U. S. Geological Survey edition was in very poor agreement with this survey. Contours frequently are as much as 20 feet in error. The net work of roads has changed considerably.

48. Accuracy Tests:

1. Horizontal Accuracy Test is a subject of special report.

2. Vertical Accuracy Test: A line of profile levels was run in two different sections, in the Southwest part of this quadrangle by William A. Rasure, Asst.

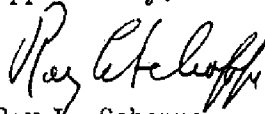
Photogrammetric Engineer. Both lines were run in the open area where the most contours could be crossed. All contours came well within the limits of accuracy. Accuracy test are shown on nine lens photograph 13236. Also, see descriptive report T-8239 for tracing of vertical accuracy test.

Submitted by:

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Gordon H. Wood, Jr.  
Jr. Topographic Engineer

Approved by:

  
Ray V. Schoppe  
Chief of Party

26 CONTROL:

Three U. S. Coast and Geodetic Survey triangulation stations and one U. S. Geological Survey horizontal control station were used as horizontal control for establishing photograph centers, secondary control and detail points for this Map Manuscript.

Of these stations, two U. S. Coast and Geodetic Survey triangulation stations lie within the limits of this Map Manuscript. These stations are:

MUDD, 1943  
ROBERTS, 1943

The remaining stations lie just outside the limits of this Map Manuscript. They are:

NAYLOR, 1943  
WO 16 (U.S.G.S.) 1943

In order to assure a more satisfactory use of horizontal control stations at the Compilation Office, field inspection points were established by the Field Inspection Party at well defined points near two of the triangulation stations. These field inspection points are shown by a small orange ink circle on the reverse side of the Map Manuscript. They are:

F.I.P. MUDD, 1943  
F.I.P. NAYLOR, 1943

27 RADIAL PLOT:

The radial plot for this Map Manuscript is part of Main Radial Plot No. 2 of Project C.S. 288, the descriptive report for which was submitted to the Washington Office on March 24, 1944.

28 DETAILING:

Detailing of this Map Manuscript was accomplished from the nine lens and single lens, unmounted office photographs, with the aid of the field inspection data which was, in general, satisfactory and complete.

Drainage was verified by stereoscopic examination of the office photographs. All drainage has been shown on the Map Manuscript in blue acid ink.

28 DETAILING:(Continued)

Tree areas are shown in green acid ink and classified according to instructions.

- "A" to designate trees 10' or more in height
- "B" to designate sizable brush areas
- "C" to designate areas of scattered brush and/or trees

Bridges which were classified by field inspection data have been classified on the Map Manuscript.

Bridges not classified, and which could be seen on the photographs, are noted on the discrepancy overlay for classification at the time of the field edit.

There was no appreciable scale difference between the photographs and the Map Manuscript. All detailing was accomplished without the aid of the vertical projector.

29 SUPPLEMENTAL DATA:

The Compilation Office was not furnished any supplemental data for the area of this Map Manuscript. There are no previous surveys of the area of this Map Manuscript made by the U. S. Coast & Geodetic Survey.

30 MEAN HIGH-WATER LINE:

Not applicable.

31 LOW-WATER AND SHOAL LINES:

Not applicable.

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

Not applicable.

33 WHARVES AND SHORELINE STRUCTURES:

Not applicable.

34 LANDMARKS AND AIDS TO NAVIGATION:

There are no landmarks or aids to navigation within the

34 LANDMARKS AND AIDS TO NAVIGATION: (Continued)

limits of this Map Manuscript.

35 HYDROGRAPHIC CONTROL:

Two azimuth reference marks, recovered by the Field Inspection Party and established by radial intersection at the Compilation Office, are not suitable for partial hydrographic control. They are:

ROBERTS	Azimuth mark
NAYLOR	Azimuth mark

NAYLOR Azimuth mark falls just outside the detail limits of this Map Manuscript and just outside of project limits.

36 LANDING FIELDS AND AERONAUTICAL AIDS:

There are no landing fields or aeronautical aids within the limits of this Map Manuscript.

37 DISCREPANCY OVERLAY:

A discrepancy overlay has been made, during the process of detailing, to accompany this Map Manuscript. On it are notes which might prove useful during a field edit. A set of general notes has been included to aid in the interpretation of the symbols shown on the Map Manuscript.

38 GEOGRAPHIC NAMES:

The results of a geographic names investigation by Jack W. Stingley have been furnished this Compilation Office on a geographic names overlay of the U. S. Geological Survey, Brandywine, Md. 15 minute quadrangle. A list of undisputed, disputed, and recommended names is attached to this descriptive report. Only the undisputed geographic names have been shown on the Map Manuscript.

39 HORIZONTAL ACCURACY:

The horizontal accuracy of this Map Manuscript is believed to be within the limits set forth for well defined and less

39 HORIZONTAL ACCURACY: (Continued)

well defined points of detail in the instructions for Project C.S. 288, Paragraph 19, dated August 3, 1942.

40 RECOMMENDATIONS FOR FUTURE SURVEYS:

The planimetry as presented on this Map Manuscript, is believed to be complete. It is subject to corrections, additions and deletions during the field edit.

41 JUNCTIONS:

Complete and satisfactory junctions have been made with the following surveys:

To the North with Map Manuscript for Survey No. T-8247  
To the West with Map Manuscript for Survey No. T-8239

No contemporary survey is available to this Compilation Office to the East of this Map Manuscript for junction purposes. However, the Field Inspection Party has discussed this junction in the Field Report.

To the South a satisfactory junction has been made with the Map Manuscript for Survey No. T-8112 of War Mapping Project C.S. 278-A.

42 REMARKS:

The description as furnished in the field inspection report, adequately describes the areas covered by this Map Manuscript.

43 BENCH MARKS:

Forms No. 524 are being submitted for each of the thirteen bench marks which lie within the limits of this Map Manuscript.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLE:

Comparison was made with the U. S. Geological Survey Brandywine, Md. 15 minute quadrangle, scale 1:62,500. Due to the scale difference, only a general comparison of common detail could conveniently be made and was found to be in

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLE:

fair agreement. Roads have changed considerably, with several new roads having been built since the U. S. Geological Survey Quadrangle was made.

45 COMPARISON WITH NAUTICAL CHARTS:

There are no nautical charts covering the area of this Map Manuscript.

Respectfully submitted  
May 8, 1944

Carlyn Goldenberg  
Carlyn Goldenberg  
Photogrammetric Aid

and

Ruth E. Rudolph  
Ruth E. Rudolph  
Asst. Photogrammetric Aid

Map Manuscript, Discrepancy  
Overlay and Descriptive Report  
Reviewed by:

William H. Van Loon  
William H. Van Loon  
Principal Photogrammetric Aid

Compilation of Map Manuscript  
Supervised by:

Joseph Steinberg  
Joseph Steinberg  
Asst. Photogrammetric Engineer

and

J. Edward Deal, Jr.  
J. Edward Deal, Jr.  
Asst. Photogrammetric Engineer

Approved and Forwarded

Fred. L. Peacock  
Fred. L. Peacock  
Commander C. & G. Survey  
Officer-in-Charge  
Baltimore Photogrammetric Office.



FIELD EDIT REPORT  
TO ACCOMPANY  
QUADRANGLE T-8240  
PROJECT CS-238C

F. L. Gallen

Chief of Party

1. DESCRIPTION OF AREA: See field inspection report.
2. COMPLETENESS OF FIELD INSPECTION: See field inspection report.
3. INTERPRETATION OF PHOTOGRAPHS: See field inspection report.
4. HORIZONTAL CONTROL: See report for original planimetric maps, and item 26, compilation report.
5. VERTICAL CONTROL: All level elevations should be checked in the Washington Office. All bench marks have been checked and verified by the field edit party. A large number of temporary marks, such as nails, have been deleted by the field edit party.
6. CONTOURS AND DRAINAGE: See field inspection report. Discrepancies noted on the discrepancy overlay have been investigated and corrected where necessary.
- 7 thru 12. Not applicable to this quadrangle.
13. LANDING FIELDS AND AERONAUTICAL AIDS: There were no landing fields or aeronautical aids within the limits of this quadrangle.
14. ROAD CLASSIFICATION: All roads have been classified and shown in accordance with instructions from the War Dept., dated July 23, 1942.
15. BRIDGES: Bridge classifications were made in accordance with instructions from the Army War College, dated January 12, 1942, and have been shown in key on the sheet by C. C. Fryer, Jr. Topo. Engr. Several unclassified bridges were classified by the field edit party.
16. BUILDINGS: Buildings were classified as to type with the exception of dwellings which were not classified. A number of new buildings were added by the field edit party.
17. BOUNDARY MONUMENTS AND LINES: See field inspection report. Boundary discrepancies have been investigated and corrected where necessary.

An additional section of the Cedarville State Forest, not shown on the ozalid, is located in quadrangle 8240. The approximate position is indicated on the discrepancy overlay. The map of the Cedarville State Forest forwarded to the Washington Office along with the ozalid for quadrangle 8247 shows the exact location of this tract.

46. METHODS: This quadrangle was field edited on an ozalid and later transferred to a duplicate ozalid in the office. Any discrepancies were noted on the ozalid by a suitable symbol.

All symbols used are standard topographic symbols except that a green X was used for deletions and a tick mark was used to show points of change in road classifications. The following color scheme was used.

Deletions ..... Green  
Additions ..... Black  
Names, Notes and Elevations ... Black  
Water Culture ..... Blue  
Political Boundaries ..... Violet

47. ADEQUACY OF COMPILATION: The compilation of this sheet, as governed by field inspection, was complete and adequate with few additions or deletions.
48. ACCURACY TESTS: See field inspection report.

Submitted by:

HERBERT W. BURGoyNE  
by ELM  
Herbert W. Burgoyne  
Jr. Topo. Engr.

Approved and forwarded by:

F. L. GALLen by ELM  
F. L. Gallen  
Chief of Party

Tabulation of Horizontal Accuracy Test Results.  
 Test Traverse A Waldorf to A Mudd.

Check Plot

#6	38-37	+58.0 m	pp	76-52	+32.0 m	pp
		+68.5 m	mp		+25.4 m	mp
		+10.5 m			6.6 m	
				= 12.4 m		= 0.62 mm error

#7	38-37	+233.73 m	pp	76-51	+1207.71 m	pp
		+242.05 m	mp		+1214.49 m	mp
		+8.32 m			+6.78 m	
				= 10.7 m		= 0.54 mm error

#8	38-37	+228.49 m	pp	76-51	+1190.29 m	pp
		+235.89 m	mp		+1187.88 m	mp
		+7.40 m			-2.41 m	
				= 7.8 m		= .39 mm error

#9	38-36	+1668.48 m	pp	76-51	+249.24 m	pp
		+1668.17 m	mp		+249.24 m	mp
		-.31 m			.0	
				= .31 m		= .02 mm error

#10	38-36	+1522.32 m	pp	76-50	+1230.47 m	pp
		+1517.08 m	mp		+1231.68 m	mp
		-5.24 m			+1.21 m	
				= 5.39 m		= .27 mm error

GEOGRAPHIC NAMES

Undisputed

✓Benedict Road	✓Indian Creek
✓Bryantown	Kindy Hook
✓Bryantown Bridge	Malcolm School
(not shown on Map Manuscript)	✓Maryland State Hwy. 5
Burnt Store	✓Maryland State Hwy. 231
Burnt Store Road	✓Maryland State Hwy. 232
✓Butlers Branch	✓Maryland State Hwy. 233
Cedarville State Forest	✓Mill Dam Run
✓Charles County	✓Notre Dame High School
✓Dentsville Road	✓Old Field Church
✓Devils Nest	✓Prince Georges County
✓Friends Church	✓St. Mary's Church
Gallant Green	✓St. Mary's County
Gallant Green Road	✓St. Peter's Cemetery
✓Gilbert Run	✓St. Peter's Church
Grosstown	Swanson Creek
✓Hughesville	✓Zekiah Swamp
Hughesville High School	

GEOGRAPHIC NAMES

Recommended

✓ Malcolm  
Masons Crossing  
Patuxent River Line R.R.  
Piney Branch

Disputed

Malcolm Woodville Station  
✓ Masons  
Washington, Potomac & Chesapeake R.R.  
Jerden Swamp

## Remarks

## Decisions

	Remarks	Decisions
1		USGB
2		
3		USGB
4		"
5		Ud. Geol. Survey County Maps
6		"
7		"
8		"
9		"
10		"
11		Field Exit Sheet T-8227
12		Road Maps
13		
14		385767
15		"
16		"
17		384766
18		385767
19		"
20		385766
21		385768
22		385767
23		385768
24		386767
25		"
26		386768
27		"



GEOGRAPHIC NAMES

Survey No. T-8240

HUGHESVILLE quadrangle

1	Name on Survey	Source of Information										
		A	B	C	D	E	F	G	H	K		
	<u>Maryland</u>	✓										1
	<u>Charles County</u>	✓										2
	<u>Prince Georges County</u>	✓										3
	<u>St. Marys County</u>	✓										4
	<u>Aquasco No. 8</u>	✓										5
	<u>Mechanicsville No. 5</u>	✓										6
	<u>Patuxent No. 9</u>	✓										7
	<u>Bryantown No. 8</u>	✓	"									8
	<u>Allens Fresh No. 4</u>	✓	"									9
	<u>White Plain No. 6</u>		"	not enough								10
	<u>Cedar Point R.R. (U.S.Navy)</u>	✓										11
	<u>MA. 5, 231, 232, 233</u>											12
												13
	<u>Hughesville</u>	✓										14
	<u>Hughesville High School</u>	✓										15
	<u>Friends Church</u>	✓	?									16
	<u>Indian Creek</u>	✓										17
	<u>Old Field Church</u>	✓										18
	<u>Benedict Road</u>	✓										19
	<u>Swanson Creek</u>	✓										20
	<u>Masons</u>	✓										21
	<u>Gallant Green</u>	✓										22
	<u>Gallant Green Road</u>	✓										23
	<u>Malcolm</u>	✓										24
	<u>Malcolm School</u>	✓										25
	<u>Cedarville State Forest</u>	✓										26
	<u>Devils Nest</u>	✓										27

Remarks

Decisions

	Remarks	Decisions
1		386768
2		"
3		"
4		384769
5		385768
6		"
7		"
8		"
9		"
10		"
11		"
12		"
13		"
14		"
15		"
16		384768
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		



GEOGRAPHIC NAMES

Survey No. T-8240

2

Name on Survey

	A	B	C	D	E	F	G	H	K
	On Chart No.	On previous survey No.	On U. S. Quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	
<u>Butlers Branch</u>	✓								1
<u>St. Peters Church</u>	✓								2
<u>St. Peters Cemetery</u>	✓								3
<u>Zekiah Swamp</u>	✓								4
<u>Bryantown</u>	✓								5
<u>Bryantown Bridge</u>	✓								6
<u>Mill Dam Run</u>	✓								7
<u>Piney Branch</u>	✓								8
<u>Kindy Hook</u>	✓								9
<u>Notre Dame High School</u>	✓								10
<u>St. Marys Church</u>	✓								11
<u>Burnt Store</u>	✓								12
<u>Burnt Store Road</u>	✓								13
<u>Grosstown</u>	✓								14
<u>Dentsville Road</u>	✓								15
<u>Gilbert Run</u>	✓								16
									17
									18
									19
									20
									21
									22
									23
									24
									25
									26
									27

Names underlined in red approved  
by L. Heck on 6/10/44

## 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-8240

HUGHESVILLE 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

A horizontal accuracy test was run in this area and is satisfactory. The results are inclosed in this report.

There is no vertical accuracy test in this area.

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.

There are no previous topographic surveys in this area.

Comparison with Nautical Charts Nos.

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:

No nautical chart covers this area.

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

Only changes of a minor nature were necessary during the review of this map manuscript.

Reviewed June 6, 1944 By Frances G. Evans  
under direction of D. H. Benson *(per H. M.)*

Inspected by B. G. Jones *B.G. Jones 6/46*

Examined and approved:

K. T. Adams  
Chief, ~~Survey~~ Branch  
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Robert W. Cox  
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