

Original

8245

Diag'd on Diag. Ch. No. 77-4

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Air Photo

Field No. Office No. T-8245

LOCALITY

State Maryland

General locality Chesapeake Bay

Locality Eastern Shore

194 3

CHIEF OF PARTY
K. G. Crosby - Compilation
Ray L. Schoppe - Field

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DATE April 10, 1946

B-1870-1 (1)++

8245

DATA RECORD

T- 8245

Quadrangle (II): T-8245

Project No. (II): CS 288 B

Field Office:

Chief of Party: Ray L. Schoppe

War Mapping Field Party #2

Compilation Office:

Chief of Party: Kenneth G. Crosby

Tampa, Fla.

Instructions dated (II III):

Copy filed in Descriptive
Report No. T- (VI)

May 13, 1943

Completed survey received in office: Feb. 29, 1944

Reported to Nautical Chart Section: Mar. 1, 1944

Reviewed: Apr. 26, 1944 Applied to chart No.

Date:

Redrafting Completed: May 19, 1944

Registered: 3/46

Published: 1944

Compilation Scale: 1:20,000

Published Scale: 1:31,680

Scale Factor (III): 1.00

Geographic Datum (III): N.A. 1927

Datum Plane (III): M.S.L. 1929

Reference Station (III): Hackett 1934

Lat.:

Long.:

Adjusted

38° 36' 21.214" (654.1m) 75° 48' 18.392" (445.0m)
~~Unadjusted~~

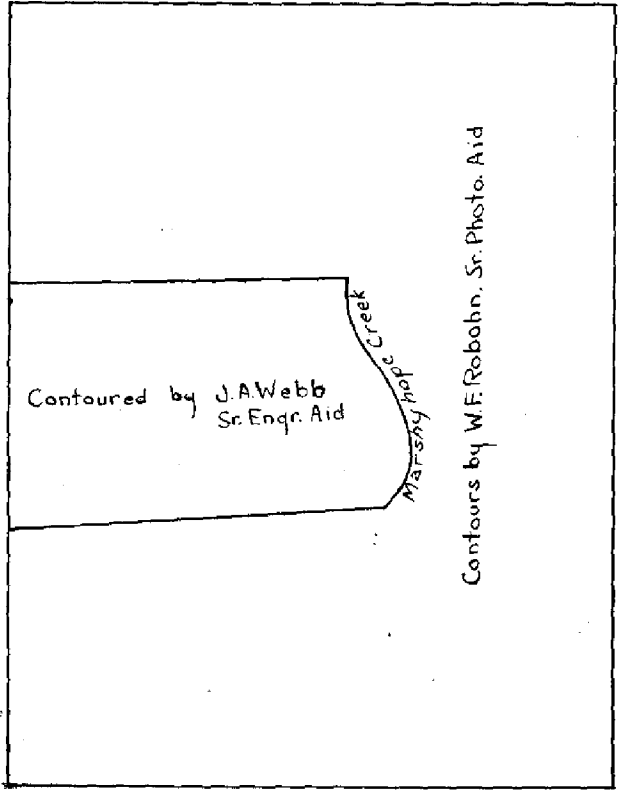
State Plane Coordinates (VI):

X = 1,141,457.56

Y = 283,581.62

Military Grid Zone (VI)

'A'



No Scale-

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
12733	Dec. 4, 1942		1:20,000	Inshore sheet.
12734	"		"	
12735	"		"	
12776	"		"	
12777	"		"	
12778	"		"	

Tide from (III): Inshore sheet

Mean Range: ----- Spring Range: -----

Camera: (kind or source) U.S.C. & G.S. 9 lens

Field Inspection ~~by~~ and contouring by: date:
W. A. Robohn, Sr. Photo. Aid December, 1943
J. A. Webb Sr. Photo. Aid December, 1943
Field Edit by: date:

Date of Mean High-Water Line Location (III): ---

Projection and Grids ruled by (III) Washington office date: June 1943
" " " checked by: " " date: "
Control plotted by: E. C. Andrews, Photo Aid date: Oct. 6, 1943
Control checked by: V. F. Simmons, Sr. Photo Aid date: "
Radial Plot by: Tampa Office Personnel date: Oct. 20, 1943
Detailed by: Cornelius A. J. Pauw, Prin. Photo. Aid date: Jan. & Feb. 1944
Reviewed in compilation office by: A. L. Kidwell, Jr. Top date: Feb. 1944
Engr.

Elevations on Field ~~Sheet~~ Sheet date:
checked by: C. M. Shinn, Jr. December, 1943

STATISTICS (III)

Land Area (Sq. Statute Miles): 56.7

Shoreline (More than 200 meters to opposite shore): 7.5

Shoreline (Less than 200 meters to opposite shore): 35.0

Number of Recoverable Topographic Stations established: ----

Number of Temporary Hydrographic Stations located by radial plot: ----

Leveling (to control contours) - miles:

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.288B, 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, 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-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.

DESCRIPTIVE REPORT TO ACCOMPANY
QUADRANGLE T-2245
PROJECT CS 288 B

Ray L. Schoppe, Comdr., Chief of Party

1. Description of the Area. This quadrangle is bounded on the north by latitude $38^{\circ}37.5'$, on the east by longitude $75^{\circ}45'W$, on the south by latitude $38^{\circ}30'$, and on the west by longitude $75^{\circ}52.7'$. It lies within the Atlantic coastal plain, and is gently rolling in the highest parts. As the elevation of the land approaches sea level, it becomes flatter, and has many sunken areas with no outlet for surface water. Along with the depressions there are isolated hills, probably the result of surface water erosion rather than any geological abnormality.

The area is divided by two tidal streams, the Nanticoke River, which cuts across the extreme southeastern corner of the quadrangle, and the Marshyhope Creek, which enters the quadrangle at about the center of the northern boundary and flows in a southeasterly direction, entering the Nanticoke River in the southeast corner of the quadrangle. Both of these streams are navigable within the limits of this quadrangle. The land along the Nanticoke River is marshy and not of much economic value. In some places, the marsh is covered with low deciduous brush instead of the typical marsh grass. Along the Marshyhope Creek there are low bluffs covered with timber, both evergreen and deciduous, having little economic value; however, there are some areas of tidal marsh similar to those along the Nanticoke.

The richer flat lands with good drainage are in cultivation, and are devoted to garden-truck patches, and the usual farm crops suited to the soil and climate. The rougher, poorer localities are in timber, which is the basis of much of the local industry.

There is one railway in the area -- a small branch line with no regular service (trains run only when business justifies it). The quadrangle is well covered with roads, and is traversed by several all-weather roads. The heavily wooded sections have many wood trails of a temporary nature, which are used in moving out logs, firewood, etc. As the woods are depleted, the trails are abandoned and lost.

The natural drainage of the area has been augmented in many instances by artificial ditches which vary in size from 0.5 foot deep and 1.0 foot wide, to 10.0 feet deep and 25.0 feet wide. Many of these ditches follow the natural drainage -- but there are instances where they are of a cross-country nature.

The following small, unincorporated towns, fall within the limits of the quadrangle: Eldorado, Brookview, Riverton, Ennalls, Rhodesdale, and Reids Grove.

2. Completeness of Field Inspection. All permanent roads were inspected, and given the proper classification. In case of doubt, the lower classification which could be given was used.

All buildings were checked for permanency, and for use as landmarks. If it was felt that the building had an average life expectancy, it was marked to be shown on the final map. In rural sections, dwellings are shown; and if any outbuilding was as large or larger than the dwelling, it also was shown. In some instances smaller outbuildings were shown if they were outstanding as landmarks. All public buildings were named. All industrial installations are indicated and named. There is one government reservation in the area, which is indicated and named. All timber areas were classified. Railroads were named and all sidings shown. It is believed no particular items were left to the Field Edit party. (See note, end of report).

3. Interpretation of the Photographs. One outstanding item which may be brought to the attention of the draftsman is that the evergreen timber shows up much darker than deciduous. Limits of tidal marsh may be picked in most instances by the change in shading, and density of coloring -- the marsh areas being lighter and of a more even tone with small water courses showing through the vegetation. Artificial drains show well under a stereoscope. The low hill tops are lightly shaded, or in some instances show up as white spots on the photographs. The depressions show as dark areas. The water lines can be identified on the photographs without difficulty.

4. Horizontal Control. All triangulation and traverse stations needed to complete the radial plot were recovered by another party. Refer to their report for this information.

5. Vertical Control. A system of supplementary level loops were established by the level party of C. B. Taylor, Jr., Junior Topographic Engineer, using ordinary Wye leveling principles in setting elevations. Loops were run from bench marks established by the U. S. Coast and Geodetic Survey as origination points. These bench marks are of second order accuracy.

Elevations were set along roads, at road intersections, road and tree-line intersections or fence-line intersections, on culverts, and at other identifiable points which could be picked on the photographs and recovered by the contour party. In some places, where the points were not too definite, stakes were driven flush with the ground and elevations placed on them. The level loops were run to a limit of closure of 0.50 foot. Any loop with an error greater than that allowed was rerun. All errors have been adjusted by spreading the error over the number of turning points involved in the loop to be adjusted. All loops closed within the allowable error.

6. Contours and Drainage. Contouring was accomplished by the planetable party using standard U. S. Coast and Geodetic Survey methods. A pocket compass and Locke hand level were used in densely wooded areas in which it was not feasible to traverse with the planetable. On compass traverses, pacing was used to determine distances, and on these traverses closures of at least one foot were sought. In no case was this limit exceeded. In traversing

Good surveying

with the planetable, closures of 0.5 foot were wrought, and this limit was not exceeded. The longest traverse, which was approximately 15,000 feet in length, closed at 0.4 foot. It was not necessary to traverse many long distances, due to the density of level points.

All contouring was done on photographs taken in the fall and winter of 1942-43. Whenever possible, shots were taken on fence posts, bases of trees, or the intersection of buildings with ground level. Distances were scaled from the photograph, and with the vernier reading the elevation at the point was determined. These "side shots" were checked frequently, and it was found that the method gave results within the limits of accuracy.

Drainage was inked in the Washington office, and checked with the planetable. In most cases it was found to be accurate. Corrections were made wherever necessary.

An item of interest is that in doing the planetable work the declinator was not used. At all planetable stations the position was picked on the photograph and the table oriented by a modified three-point problem. This method gives results more precise than required by eliminating the weakest feature in the planetable work. It is not intended to eliminate the declinator entirely for wooded country.

7. Mean High-Water Line. Refer to descriptive report for original planimetric maps.

8. Low-Water Line. Refer to descriptive report for original planimetric maps.

9. Wharves and Shoreline Structures. Wharves and shoreline structures are indicated on the photograph by encircling the structure and naming it, and if any other clarification is needed, it is given on the photograph. This party did not attempt to classify the structures according to capacity or clearance above water-level.

10. Details Offshore from the High Water Line. Marshyhope Creek has many mud flats and old pilings which act as menaces to safe navigation. These pilings were not identified on the photograph during field inspection, and should be located during the field edit of this quadrangle.

11. Landmarks and Aids to Navigation. No new outstanding landmarks are recommended for charting.

12. Hydrographic Control. Refer to descriptive report for original planimetric maps.

13. Landing Fields and Aeronautical Aids. There are no established landing fields in this quadrangle. One was laid^{out} several years ago about one mile south and one mile east of Hurlock, but the soil was too soft and it was abandoned after it was found to be inadequate. One plane which landed here could not take off, and had to be dismantled and taken to a better field before it could proceed with its trip (according to G. A. Woolen, Hurlock, Md.). There are no formal aids to aerial navigation in the area. At the Edwin Bell Lumber mill at Ralph siding on the Vienna Branch of the Pennsylvania Railroad there are several stacks approximately sixty feet high which might be used as landmarks.

14. Road classification. All permanent roads and trails were inspected and given their proper classification. There are many roads in this area which have a light surfacing of gravel or native sand and crushed oyster shell; however, their width and drainage is not of sufficient magnitude to justify calling them other than class 4 roads. There are several roads of asphalt stabilized macadam which can stand relatively heavy traffic at certain times of the year; but these at other climatic conditions would need maintenance. Such roads were classified as class 2. Roads which at some time in the past had been main thoroughfares but have lost their importance and have not been maintained, and have simply two tracks through the grass were classified 4U.

In some cases space did not permit setting down on the photograph the proper classification of all farm driveways. In these cases where no road classification is shown, the roads are assumed to be class 4UP. Unless there is a classification shown in timbered areas, the road no longer exists, or is of a purely temporary character, and is changed or abandoned at the will of the owner.

15. Bridges. Bridges have been classified according to instructions by C. C. Fryer, Junior Topographic Engineer.

16. Buildings and Structures. All buildings were checked as to permanency and use, and classified according to instructions. All public buildings are indicated and the names shown on the photograph. Dwellings on the farmsteads are indicated by "d". In more crowded areas only dwellings, stores, and other public buildings are shown. In the case of the Department of Agriculture Labor Camp, all buildings were of temporary character except one, and only this permanent building is shown. (See note, end of report.)

17. Boundary Monuments and Lines. The Dorchester-Wicomico county line is not marked on any photograph, but is to be placed along the center line of the Nanticoke River, in the southeastern corner of the quadrangle. Other political boundaries have been located according to instructions by C. C. Fryer, Junior Topographic Engineer.

18. Geographic Names. This will be the subject of a special report on geographic names.

19. Junctions. Junctions with quadrangle T-8252 to the north, and T-8244 to the west were checked and compared in the field. To the south there are no contour lines crossing the boundary into the Mardela Springs quadrangle, completed by the U. S. Coast and Geodetic Survey in 1942. To the east, the quadrangle joins the Seaford quadrangle, mapped by the Geological Survey on a scale of 1:62,500. A visual inspection at the junctions on this boundary appears to check within limits.

20. Accuracy Tests. Both horizontal and vertical accuracy tests have been made and forwarded to the Washington Office.

21. Methods. When field inspection on this area was begun it was necessary to use such photographs as were available; and therefore the field inspection was not confined to that portion of the photograph used in contouring. Field inspection notes were transferred to the contouring photographs; and unless a notation is made to the contrary on a photograph, field inspection notes outside the limits for contouring on each photograph should be disregarded.

Contouring accomplished by John A. Webb, Senior Engineering Aid, is shown on photographs 12776, and 12777 in purple ink. Contouring accomplished by Walter F. Robohn, Senior Photogrammetric Aid, is shown in brown. Vertical control, and water lines on fresh-water lakes, and political boundaries are shown in blue. Buildings, structures, wharves, landmarks and road classifications are shown in red. Deletions have been marked in green.

Contouring is shown on nine lens photographs numbers 12775, 12776, 12777, 12778, 12779, 12733, 12734, 12735. Supplemental levels are shown on photographs 12775, 12776, 12777, and 12778. Bridge classification is shown on photograph number 12774, and political boundaries on photographs 12775 and 12778.

NOTE: With reference to items 2 and 16, buildings checked for permanency include all inhabited negro shacks, regardless of condition, as these make good landmarks and will probably be standing another ten to twenty years.

Submitted by:

Walter F. Robohn

Dated January 20, 1944

Walter F. Robohn
Sr. Photo. Aid.

John A. Webb

John A. Webb
Sr. Engr. Aid

The field inspection of this quadrangle was accomplished by Walter F. Robohn and John A. Webb. This was the first field inspection that either had done, and there was some question in their minds as to which buildings should be shown, especially the residences of the colored inhabitants of the quadrangle. Some of their homes are in run-down condition, and it is therefore suggested that whoever accomplishes the field edit of this quadrangle check these buildings thoroughly and see that the classification of buildings is consistent over the Eastern Shore.

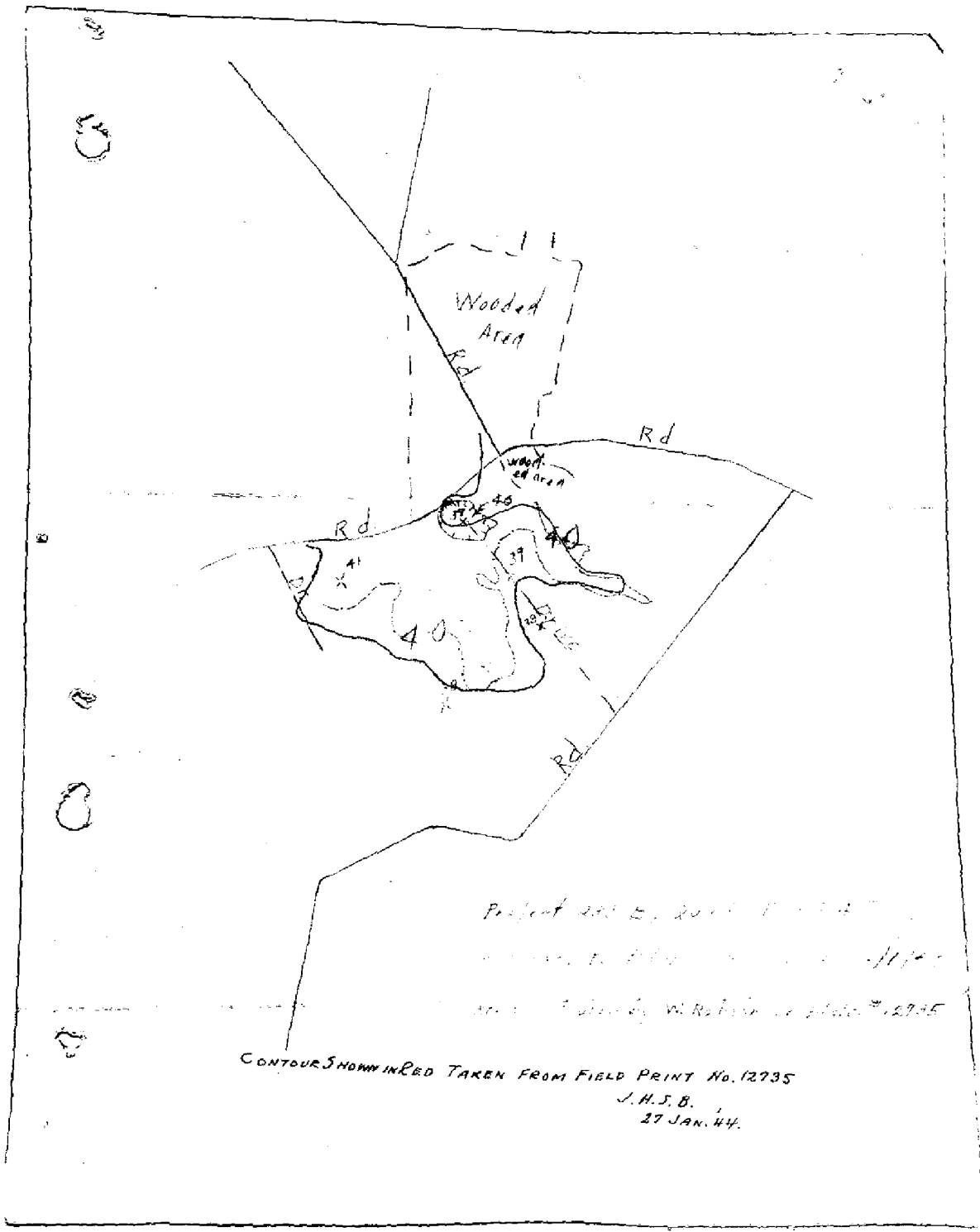
MM (for)

L. W. Swanson
Lieut. Comdr.

Approved:

Ray L. Schoppe

Ray L. Schoppe
Chief of Party



Project 241 E, 2011-11-14
 J.H.S.B. 11/14
 27 JAN. 44

CONTOUR SHOWN IN RED TAKEN FROM FIELD PRINT No. 12735
 J.H.S.B.
 27 JAN. 44.

VERTICAL ACCURACY TEST
Quadrangle T-8245

A vertical accuracy test was run on quadrangle T-8245 at approximately latitude $38^{\circ}36.5'$ and longitude $75^{\circ}45'$ on December 1, 1943, by Charles Hanavich, Prin. Photo. Aid. This area was contoured by Walter F. Robohn, Sr. Photo. Aid, on photograph 12735.

A portion of a 40-foot contour was tested -- this method was used as this area does not have much relief. The accuracy of the 40-foot field contour was found to be within the requirements of the instructions.

A tracing of the accuracy test has been made and checked. The dots on the tracing indicate the 40-foot elevation ascertained in the field by the vertical accuracy test party.

Submitted by:

Charles Hanavich
Charles Hanavich
Prin. Photo. Aid

Approved:

Ray L. Schoppe
Ray L. Schoppe
Chief of Party

COMPILATION REPORT
To Accompany
Sheet T-8245

26 CONTROL

Only two triangulation stations fall within the tracing limits of the sheet, but the control on the surrounding quadrangles was sufficient to accurately control the radial plot. All stations could be "held to".

27. RADIAL PLOT

The main radial plot, of which sheet T-8245 was a part, is discussed in the compilation report for Sheet T-8252.

28. DETAILING

No unusual topographic features appear on this sheet and hence no difficulties were encountered in the detailing. With the exception of two good photographs, Nos. 11733 and 11735, which cover the extreme southeast and northeast corners of the sheet; photographs were tilted and had poorly matched chamber junctions. Numerous additional radial points were plotted by the detailer to reduce the possibility of error due to tilted photographs. Liberal use was made of the two flights of single-lens photographs taken in 1938. These flights cover the western half of the sheet.

Geographic Names were taken from a Geological Survey quadrangle of the area, as the "Geographic Name" sheets were not available in the compilation office. All names should be checked by the Washington office.

Political boundaries as indicated on the field prints are shown on a "Geographic Name" overlay. No descriptions of these boundaries are available in the compilation office, and therefore, they should be verified and completed in the Washington office.

In addition to the "Geographic Name" overlay, and overlay showing discrepancies to be investigated by the field edit party, also accompanies the sheet.

Many streams shown by the field inspector as "intermittent" should be investigated, as many are probably ditches or perennial streams.

29. SUPPLEMENTAL CONTROL

No graphic control surveys by this Bureau, or maps and plans by other organizations were used to supplement the photographs or field inspection notes.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

In comparing the sheet with the Geological Survey Quadrangle map of the area, many small changes were noted, which are bound to occur after a period of more than forty years; which is the difference between dates of the two surveys. These changes are not of enough importance to be mentioned in detail.

45 COMPARISON WITH NAUTICAL CHARTS

None of the nautical charts, which cover the area shown on this sheet, were available in the compilation office.

Respectfully submitted,

Cornelius A. J. Pauw
Cornelius A. J. Pauw,
Prin. Photo. Aid.

Forwarded by:

Kenneth G. Crosby
Kenneth G. Crosby,
Chief of Party....

FIELD EDIT REPORT
QUADRANGLE T-8245
PROJECT CS 288 B
R. L. Schoppe, Chief of Party

1. DESCRIPTION OF AREA: See field inspection report.
2. COMPLETENESS OF FIELD INSPECTION: See field inspection report.
3. INTERPRETATION OF THE PHOTOGRAPHS: See field inspection report.
4. HORIZONTAL CONTROL: See field inspection report.
5. VERTICAL CONTROL: See field inspection report. Only the eastern portion of this quadrangle has been checked for level elevations by the field edit party. As the photograph coverage for the western part of the sheet was not available to this office, they should be checked in the Washington office.
6. CONTOURS & DRAINAGE: Discrepancies on the discrepancy overlay have been inspected and corrected where necessary.
7. MEAN HIGH WATER LINE: Not applicable to this report.
8. LOW WATER LINE: Not applicable to this report.
9. WHARVES & SHORELINE STRUCTURES: The field edit party was on the alert for omitted shoreline structures; none were found.
10. DETAILS OFFSHORE FROM HIGH WATER LINE: None were found.
11. & 12. Not applicable to this sheet.
13. LANDING FIELDS & AERONAUTICAL AIDS: There are 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 army war college, dated Jan. 12, 1942.
15. BRIDGES: Bridge classifications were made in accordance with instructions issued from the War Dept., dated July 2, 1942, and have been shown in key on the sheet by C. C. Fryer, Jr. Topo. Engr.
16. BUILDINGS: In general there were few buildings to be added or deleted, however it was found necessary to reclassify the majority as to type of structure, barn or dwelling.

17. BOUNDARY MONUMENTS & LINES: The political boundaries were traced from the overlay onto the smooth sheet and verified in the field. Several minor changes were found and incorporated on the smooth sheet.

18. GEOGRAPHIC NAMES: This has been a subject of a separate report, however it is recommended this quadrangle be checked against the Geographic Names report for omitted names. Certain information indicates some names may have been omitted.

46. METHODS: The field work was accomplished on an ozalid and later transferred to a duplicate ozalid in the office. Discrepancies not covered by a suitable symbol were noted on the compilation by a sentence and an arrow to the point in question.

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

Deletions -----Green
Additions, classifications, names,
notes, and elevations-----Black
Water Culture -----Blue
Political Sub-divisions & boundaries---Violet

47. ADEQUACY OF COMPILATION: In comparison with other sheets the compilation of this sheet was only fair. Many field inspection classifications were omitted and it was found necessary to reclassify many buildings.

48. ACCURACY TESTS: See field inspection report.

Submitted By

Wendell Bever

Wendell Bever

Jr. Topo. Engr.

Approved By

Ray L. Schoppa
Ray L. Schoppa
Chief of Party

ROAD CLASSIFICATION FOR MAPS OF ALL SCALES

CLASS	LABEL	STRUCTURE	LOADING
1	Dependable hard-surface heavy duty road.	Concrete, asphaltic concrete bituminous Macadam, H-15 type structures.	Will bear heaviest loads with little maintenance.
2	Secondary, hard-surface all-weather road.	Surface-treated, oiled gravel, waterbound Macadam, structures generally lighter than H-15 but sturdy.	Will bear fairly heavy military loads in all weather if maintained.
3	Loose-surface graded, dry-weather road.	Gravel or stone surface, stable material, selected sand-clay, etc. Drained and graded.	Will bear light military loads in good weather.
4	Unimproved road.	Graded and drained earth, with very light structure.	Generally unsuitable for military loads.
4U	Truck road	Woods roads, farm roads, etc. over which a standard gage vehicle can be driven.	
5	Trail	(Horse trails, foot trails, etc.)	

Roads with more than two (2) lanes are indicated by note along road, e. g. 3 LANE. Change in lanes shown by tick at point of change. Main roads have two lanes unless otherwise marked.

Private roads are designated by the letter P after the road classification.

WOODS-CONCEALMENT-CLASSIFICATION.

Class-A: — Trees over 10' high and thick enough to hide troops.

Class-B: — Brush thick enough to hide troops but dense enough to impede progress.

Class-C: — Scattered brush thick enough to hide troops but not thick enough to impede progress.

WOODS AND BRUSH

TYPE

D Deciduous
E Evergreen
Cy Cypress

CONCEALMENT

Z Trees 10 feet or more in height, and thick enough when in foliage to conceal troops and vehicles.

Y Brush and undergrowth thick enough to impede foot troops and conceal troops lying down.

X Scattered trees not thick enough to conceal troops.

W Scattered brush not thick enough to conceal troops.

PHYSICAL FEATURES

HG Higher ground - usually appears in light tone on photograph; either wooded or cultivated area; may be scrub trees or brush. (usually not symbolized on photographs.)

LG Low areas - generally appears dark on photograph; becomes swampy during rainy season; often covered with dense growth of brush.

SW Swamp - ground covered with water or boggy most of the time; lower in elevation than LG; wooded and/or brush.

M Salt marshes

NOTE: The above areas are not outlined, but sufficient notes are made on each photograph so that the variation in tone can be correctly interpreted in the office.

BRIDGE AND TUNNEL CLASSIFICATION

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

Second Symbol

Vertical Clearance	A - over 14 feet
	B - over 13 feet
	C - over 12 feet
	D - over 11 feet, etc.

Third Symbol

Horizontal Clearance	A - over 18 feet
	B - over 17 feet
	C - over 16 feet
	D - over 15 feet, etc.

Fourth Symbol - Year of Classification.

ABBREVIATIONS

ROADS

- W — Width (feet bet. shoulders)
- P — Private road
- OP — Overpass
- UP — Underpass
- X — Abandoned trail, road, etc.
- RR — Railroad tracks; as 2 tracks

WOODS CLASSIFICATION

Density Classification

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

Types of woods

- D — Deciduous
- P — Evergreen and pine
- R — Brush
- S — Scrub
- Y — Cypress
- L — Young trees (LP—young pines
LD—young deciduous trees)

SHORE LINE

- HWL — Mean high water; fast land
- LWL — Low water line
- LL — Light line; marsh shore line
- M — Marsh inshore limits
- MW — Marsh grass in water
- Dk — Dock
- Pier — Pier
- Se W — Sea wall
- Bkhd — Bulkhead
- Jet — Jetty
- Dol — Dolphin
- Pile — Pile
- S — Sand
- Mud — Mud
- Rk — Rock or rocky
- Sty — Stony
- Conc — Concrete
- Wo — Wood
- Blf — Bluff
- Dune — Dune

BOUNDARIES

- F — Fence
- Sty F — Stone fence
- F B — Fire Break
- Hdg — Hedge
- Park — Park
- Cem — Cemetery
- Co — County
- Md. — Maryland
- Va. — Virginia
- Bdy — Boundary

VEGETATION

- C — Cultivation
- Gr — Grass

BUILDINGS

- Ho — House
- Ba — Barn
- Sh — Shed
- Bldg — Building
- Bo Ho — Boat House
- Ch — Church (give name)
- Ct Ho — Court House (give name)
- P O — Post Office (give name)
- Sch — School (give name)
- Hos — Hospital (give name)
- RR Sta — Railroad station
- Sto — Country store or gas sta.
- P Sta — Power Station
- Ck H — Chicken House
- D — Dwelling

LANDMARKS

- FT — Fire tower
- TT — Transmission tower
- RT — Radio Tower or mast
- Air Bn — Airway beacon
- Bn — Non-lighted aid to navigation
- Lt — Lighted aid to navigation
- Tk — Low tank
- Tk elev — Tall tank
- Stk — Stack

STREAMS, PONDS & BRIDGES

- D — Largest ditches only
- DX — Small
- IS — Intermittent stream
- PD — Probable drainage
- Cr — Creek
- Ca — Canal
- Brg — Bridge, (capacity & clearance)
- Cv — Culvert (capacity)
- Lev — Levee
- Dam — Dam
- P — Pond
- IP — Intermittent pond

	Remarks	Decisions
1		USGB
2		
3		
4		County Maps of Md. Geol. Survey
5		"
6		"
7		"
8		Railway Guide
9		Road Maps
10		"
11		
12		
13		385757
14		"
15		"
16		"
17		"
18		"
19		"
20		"
21		"
22		/"
23		"
24		"
25		"
26		"
27		"

GEOGRAPHIC NAMES

Survey No. T-8245

RHODESDALE quadrangle

Name on Survey

	A	B	C	D	E	F	G	H	K
✓ Maryland ✓									1
✓ Wilcomico County ✓									2
✓ Dorchester County ✓									3
✓ Sharptown No. 10			(Wilcomico Co.)						4
✓ Fork No. 1			(Dorchester Co.)						5
✓ Vienna No. 3			"						6
✓ Hurlock No. 15			"						7
✓ East New Market No. 2			"						7
✓ Baltimore and Eastern R R									8
✓ U.S. No. 213									9
State Nos. 14, 313, 331, 535									10
✓ Nanticoke River ✓									11
									12
✓ Marshyhope Creek ✓									13
✓ Riverton ✓									14
✓ Walnut Landing ✓			(village)						15
✓ Brookview ✓									16
✓ Eldorado ✓									17
✓ Hollering Point ✓									18
✓ Fork Point ✓			"						19
✓ Big Creek Marsh ✓			"						20
✓ Little Indian Creek ✓			"						21
✓ Big Indian Creek ✓			"						22
✓ Walnut Landing Road ✓			"						23
✓ Spears Creek ✓			"						24
✓ Becky Taylor Branch ✓			"						25
✓ Bachelor Creek ✓			"						26
✓ Mill Branch ✓			"						27

(Wilcomico Co.)

(Dorchester Co.)

"

"

"

R

(Brookview is on last road, according to 1941 Md. Gazetteer)

(Position depends upon name sheet)

Remarks

Decisions

	Remarks	Decisions
1		385757
2		385758 USGB
3		"
4		" USGB
5		"
6		"
7		"
8		"
9		"
10		386758
11		"
12		"
13		"
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GEOGRAPHIC NAMES

Survey No. T-8245

2	Name on Survey	A	B	C	D	E	F	G	H	K
		<i>On Chart No.</i>	<i>On previous survey No.</i>	<i>On U. S. quadrangle Maps</i>	<i>From local information</i>	<i>On local Maps</i>	<i>P. O. Guide or Map</i>	<i>Rand McNally Atlas</i>	<i>U. S. Light List</i>	
✓	<u>Brohorn Creek</u> ✓									1
✓	<u>Chicone Creek</u> ✓									2
✓	<u>Ralph</u> ✓									3
✓	<u>Reids Grove</u> ✓									4
✓	<u>Rhodesdale</u> ✓									5
✓	<u>Shiloh Church</u> ✓									6
✓	<u>Vienna Road</u> ✓									7
✓	<u>Maiden Forest Road</u> ✓					"				8
✓	<u>Mill Creek</u> ✓					"				9
✓	<u>Wrights Branch</u> ✓									10
✓	<u>Ennalls</u> ✓									11
✓	<u>Ennalls Wharf</u> ✓									12
✓	<u>Puckum Road Branch</u> ✓									13
✓	<u>Petersburg</u> ✓					"				14
✓	<u>Hurlock</u> ✓									15
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Names underlined in red approved
by L. Heck on 5/21/47

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-8245

RHODESDALE 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 quadrangle and was satisfactory. See Report under Project 288 in the Division of Photogrammetry files.

The nearest vertical accuracy test was run in quadrangle T-8250.

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:

The details of T-8245 are complete and adequate for chart correction.

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 April 24, 1944 By Willis W. St. John
under direction of D. H. Benson (per D.M.)

Inspected by B. G. Jones B.G. Jones 3/46

Examined and approved:

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

~~Chief, Topography Section~~

Robert W. Taylor
Chief, Div. of Charts
Nautical Chart Branch

Raymond P. Gorman
Chief, Div. of Coastal
Surveys