Original

8252

8252

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

ON Diag. Ch. No. 1-4

Type of Survey Air Photo Compilation

Field No. ..... Office No. T-8252

LOCALITY

State Maryland

General locality Eastern Shore

Locality Federalsburg,

194 4

CHIEF OF PARTY

Ray L. Schoppe - Field
Kenneth G.Crosby - Compilation

LIBRARY & ARCHIVES

DATE May 28,1946

8-1870-1 (1)++

Form T-1

DATA RECORD

T- 8252

Quadrangle (II): **T-8252** Project No. (II): **CS 288 B**

Field Office:
War Mapping Field Party #2

Chief of Party:
Ray L. Schoppe

Compilation Office:
Tampa, Florida

Chief of Party:
Kenneth G. Crosby

Instructions dated (II III):
May 13, 1943

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

Completed survey received in office: 2/29/44

Reported to Nautical Chart Section: 3/1/44

Reviewed: 5/13/44 Applied to chart No. Date:

Redrafting Completed: 6/24/44

Registered: 4/46 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

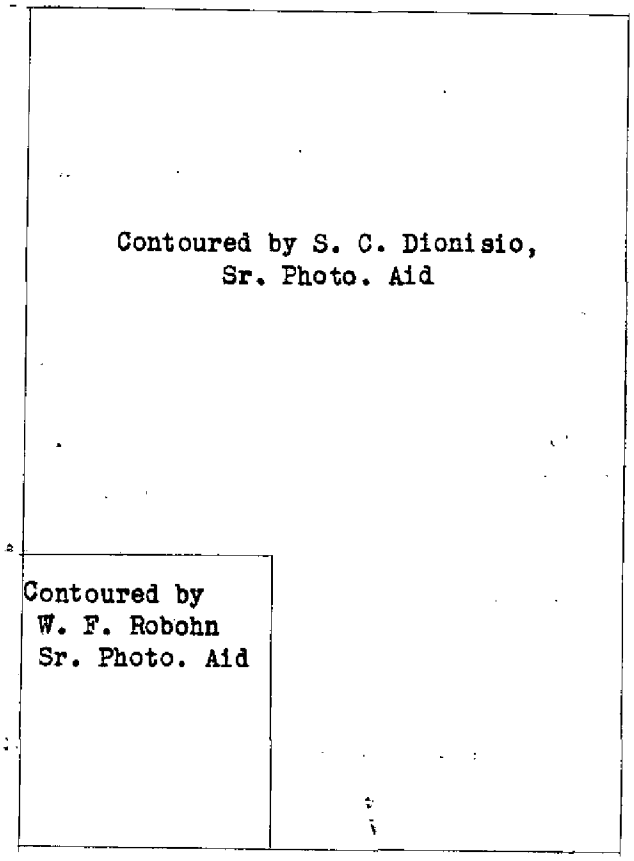
Reference Station (III): Federal, 1934

Lat.:	Long.:	Adjusted ~~Unadjusted~~
38°41'23.864" (735.8m)	75°47'12.005" (290.1m)	

State Plane Coordinates (VI): Maryland Single Zone

X = 1,146,320.07 ft. Y = 314,264.72 ft.

Military Grid Zone (VI) "Q"


Contoured by S. C. Dionisio,
Sr. Photo. Aid
Contoured by
W. F. Robohn
Sr. Photo. Aid

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
12736	Dec.4,1942	--	1:20,000	Inshore sheet
12737	"		"	
12772	"		"	
12773	"		"	
12774	"		"	
12775	"		"	

Tide from (III): ----

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

Camera: (kind or source) U.S.C. AND G.S. Nine-lens

Field Inspection ~~xxx~~ and contours: S. C. Bionisio, W. F. Robohn date: Nov.-Dec., 1943

Field Edit by: date:

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

Projection and Grids ruled by (III) Washington Off. 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: Alberta E. Worrell, Ass't. Engr. date: Nov.1943-Jan.1944

Reviewed in compilation office by: A.L.Kidwell, Jr. Draftsman, Topo Engr. date: Feb.1944
J.H.S.Billmyer, Ass't Photo Engr.

Elevations on Field Edit Sheet checked by: C. M. Shinn, Jr. date: Dec., 1943

STATISTICS (III)

Land Area (Sq. Statute Miles): 57.9

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

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

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, driveways, and numerous other points identifiable on the photographs.

COMPILATION OF MANUSCRIPT

Compilation on the map manuscripts by radial plot methods (celluloid hand templets) 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 "blueline" 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-8252
Project CS 288 B
Ray L. Schoppe, Comdr., Chief of Party

1. Description of the Area. The area involved is a 7½-minute quadrangle, bounded on the west by longitude 75°52'30" W, on the south by north latitude 38°37'30", on the east by longitude 75°45'00" W and on the north by north latitude 38°45'00". It is located in Caroline and Dorchester counties, Maryland, between American Corners (in the northwest corner) and Hurlock (in the southwest corner).

The area ranges in elevation from 65 feet above sea level near the small village of Hynson, to approximately sea level on the Marshyhope Creek. The general slope of the area is toward this creek, although the western section drains toward the Choptank River. In the northwest section, about a mile northeast of Hynson, there are a few small 60-foot contours. A large number of isolated 40-foot contours are found on the east side of Marshyhope Creek -- these contours range from two feet to 1,000 feet in length, and are in the shape of long narrow ridges. This area is quite sandy, and heavily wooded.

On the western side of Marshyhope Creek, the area is quite flat, and interspaced with small creeks. This land is devoted to farming and grazing, and there are also a few dairy and truck farms. The eastern side of this creek, which is mostly heavily wooded with evergreen and deciduous, is given to lumbering. The bottom lands of Marshyhope Creek, and some of the other larger creeks, are very marshy.

There is one millpond in the quadrangle, located about a mile east of Federalsburg. Scattered throughout, there are canning factories, which are supplied from the truck farms. There are two towns, Federalsburg and Hurlock, and four villages: Finchville, Williamsburg, Hynson, and Nichols. There are many private cemeteries throughout the quadrangle.

2. Completeness of Field Inspection. Field inspection was accomplished on photographs, and classification or roads, woods, and buildings was done in red ink. Deletions are also shown in red ink. Some of the larger and more recently built chicken houses have been shown. Most of the trails in the northeast corner of the quadrangle cannot be seen on the photographs, and the ones that are passable have been dotted in with red ink. There are several good macadam and paved roads running through the quadrangle, and these have been classified during the field inspection.

3. Interpretation of the Photographs. All dark wooded areas are usually evergreen, while the lighter tone wooded areas are deciduous. The dark colored fields are pasture lands, the lighter ones being cultivated. Dirt roads and pavement show as a single

white line, while the macadam roads are shown by a darker line. The marshes are a light grey color.

4. Horizontal Control. All stations necessary to control the radial plot have been recovered. Refer to report of recovery party for this information. Where is this report?

5. Vertical Control. Vertical control for planetable contouring was provided by U. S. Coast and Geodetic Survey bench marks. The supplemental levels for control were run over existing roads and trails. Elevation points were set at road intersections, bridges, culverts, fence lines, tree lines, and other identifiable point. All lines were run between bench marks closed with an error of less than 0.50 foot. Any line that exceeded this figure was rerun until a closure of sufficient accuracy was obtained. Adjustments of elevations were made by distributing the error over the number of turning points involved in the loop to be adjusted.

6. Contours and Drainage. Contouring was done on nine-lens photographs, using standard U. S. Coast and Geodetic Survey planetable methods. In heavily wooded areas hand levels were used to locate the contours. Points were set at the edges of the tree line with the planetable, and from these points the hand levels were used to traverse and locate the contours.

Drainage was checked by planetable traverse, stereoscope, and field inspection. All drainage is shown on the photographs.

There were no large closures of planetable traverse between vertical points. The main drainage is the Marshyhope Creek. The majority of the perennial streams shown within the quadrangle limits are formed by springs.

Contouring was done by Sam C. Dionisio, except for a small portion of the southeast corner, which was done by Walter F. Robohn, Sr. Photo. Aid.

7. Mean High-Water Line. This is to be checked by the field edit party.

8. Low-Water Line. This is to be checked by the field edit party.

9. Wharves and Shoreline Structures. There are no wharves or shoreline structures along the Marshyhope Creek in this quadrangle.

10. Details Offshore from the High-Water Line. Not investigated during field inspection. To be checked by field edit party.

11. Landmarks and Aids to Navigation. Marshyhope Creek has little or no commercial navigation and has no channel markers within this quadrangle.

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12. Hydrographic Control. No hydrographic control was identified by the field inspection party.

13. Landing Fields and Aeronautical Aids. There are no landing fields or beacons in this area.

14. Road Classification. All roads have been classified and labeled according to instructions.

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

16. Buildings and Structures. Buildings have been labeled and encircled. All new buildings were located by the planetable and blocked in.

17. Boundary Monuments and Lines. The city limits of Federalsburg have been located and shown on photograph 12736. The county lines of Dorchester and Caroline counties, and all political boundaries, have been completed by C. C. Fryer, Jr. Topo. Engr.

No record can be found of the city limits of Hurlock. Court records have been searched by Mr. Harvey Harper, the town clerk. The city limits shown on photographs 12775 were taken from the U. S. Geological Survey quadrangle.

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

19. Junctions. Junctions with Quadrangle T-8251 to the west, T-8245 to the south, and T-8261 to the north were checked and compared in the field. To the east, the quadrangle joins the Seaford quadrangle, surveyed in 1902, 1911, and 1917 on 1:62,500 scale by the U. S. Geological Survey. Some discrepancies occur along the central portion of this boundary, due probably to the fact that the present survey is more detailed.

20. Methods. Field inspection was done concurrently with the contouring. Contouring and elevations obtained by the planetable are in black. Supplemental lines are in blue; culture and vegetation symbols are noted in red, and drainage is in blue. Deletions are indicated by "X". Standard symbols were used in classifying and clarifying detail.

21. Data. Contouring was completed on 1:20,000 scale nine lens photographs numbers 12772, 12773, 12774, 12775, 12835, 12736, 12737, 12738, and the center chamber of 12736. Field inspection was completed on photographs 12772, 12773, 12774, 12775, 12735, 12736, 12737, 12738, and the center chamber of 12737. Supplementary fly levels are shown on photographs 12736, 12773, 12775, and 4876. Bridges are shown on photographs 12775 and 12737, and political boundaries are shown on photographs 12773, 12774, 12775, 12736, and 12737.

Submitted by: Dated January 18, 1944

Sam C. Dionisio

Sam C. Dionisio
Sr. Photo. Aid

Walter F. Robohn

Walter F. Robohn
Sr. Photo. Aid

Approved:

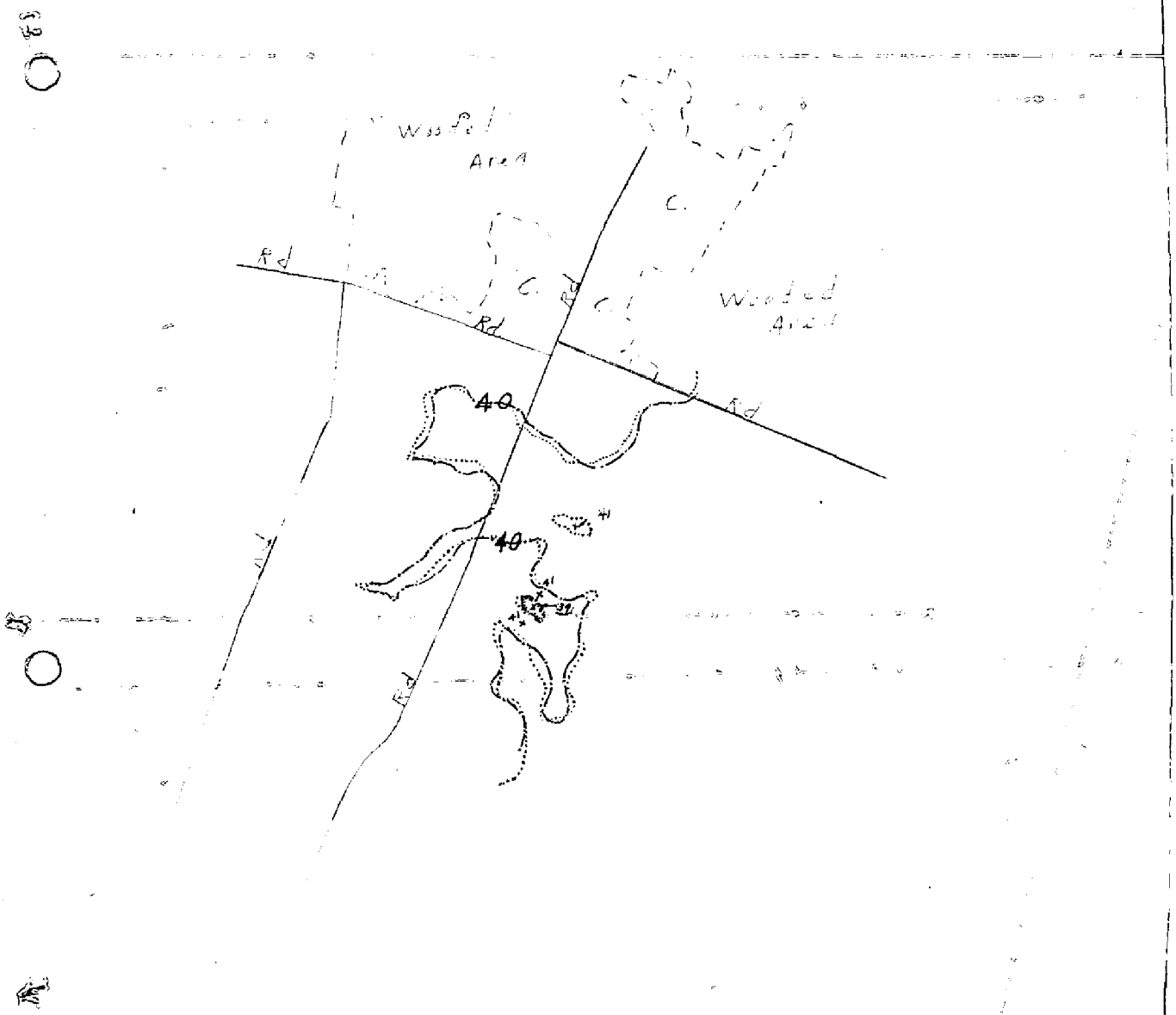
Ray L. Schoppe
Chief of Party

B, Quad. T-8252

Accuracy test by: G. Hanavich, 12/1/43

Area contoured on photo. # 12735 by: S. Dionisio

Red Line thus: ..... is contour as shown on Photo: 12735 (Tampa Office)



VERTICAL ACCURACY TEST
Quadrangle T-8252

A vertical accuracy test was run on Quadrangle T-8252 at approximately latitude 39°38' and longitude 75°47' on December 1, 1943, by Charles Hanavich, Prin. Photo. Aid. This area was contoured by Sam Dionisio, Sr. Photo. Aid, pn photograph 12735.

A portion of a 40-foot field contour was tested -- this method was used, as this area has very little relief. The accuracy of the 40-foot contour was found to be within the requirements of the instructions.

A tracing of the accuracy test has been made and checked. The black 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

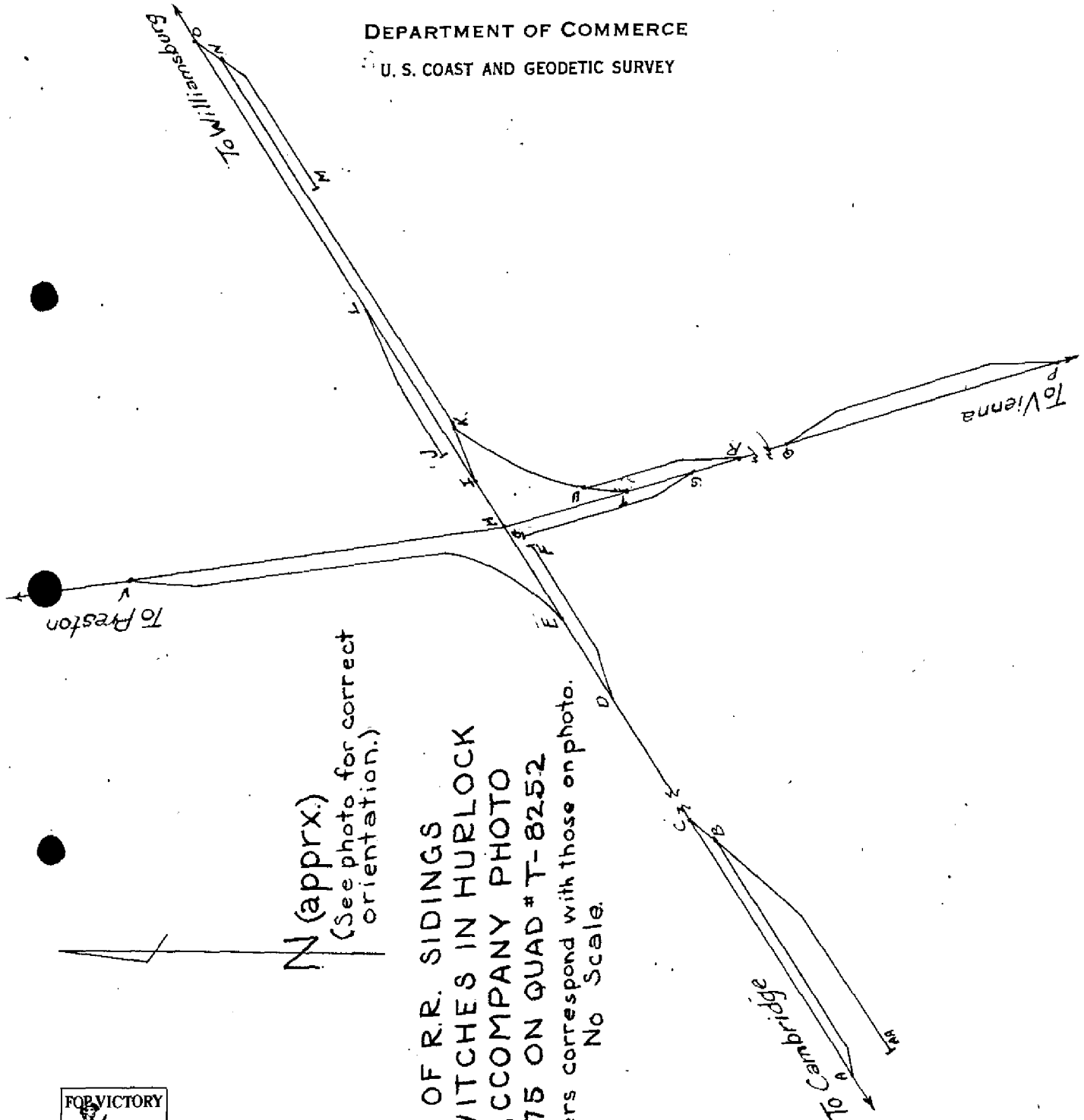
POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY



PLAN OF R.R. SIDINGS
& SWITCHES IN HURLOCK
TO ACCOMPANY PHOTO
#12775 ON QUAD # T-8252

Letters correspond with those on photo.
No Scale.

COMPILATION REPORT
To Accompany
SHEET - T-8252

26. CONTROL

The five triangulation stations which fall within the limits of the quadrangle are sufficient for controlling the radial plot when used in conjunction with the control on the adjoining sheets.

27. RADIAL PLOT.

The plot was started October 20, 1943 and completed October 24, 1943.

This plot, consisted of parts of 15 survey sheets: 8244, 8245, 8251, 8252, 8260, 8261, 8269, 8270, 8274, 8275, 8276, 8281, 8282, 8286, and 8290. This plot was considered to be adequately controlled, containing triangulation and traverse distributed as follows:

T-8244- 7 stations, 1 off sheet
T-8245- 7 stations, 4 off sheet
T-8251- 2 stations,
T-8252- 5 stations
T-8260- 1 station
T-8261- 5 stations, 4 identified on photos only as road intersections. ~~Probably~~ U.S.G.S.
T-8269- 2 stations
T-8270-11 stations, 2 on photos only, 2 off sheet.
T-8274- 4 stations
T-8275- 7 stations, one (1) off sheet.
T-8276- 1 station
T-8281- 11 stations
T-8282- 12 stations, one (1) off sheet.
T-8286- 4 stations
T-8290- 14 stations.

The nine lens photographs used in this plot were acetate impregnated; therefore the metal template for the elimination of the effect of paper distortion was used.

The regular procedure was followed in laying the plot, templates with strongest fixes first then proceeding progressively through the templates with weaker fixes.

Common points were located on photographs and transferred to the base grid from previous compilation, in order to check agreement between the previous compilation and the current plot. In the junction, excellent agreement was effected, except in the north east corner of sheet No. 8269 (Ridgely), and the north west corner of sheet 8270.

Since a better control condition was available to the later plot, it is believed to be the stronger of the two. The discrepancy within this small area ranges from approximately 18 meters downward.

Only the following sheets were entirely new: T-8275, 8276, 8282, 8252, and 8245. The others were received by this office in various stages of completion and junctions were affected with old detail by the new radial plot. previous planimetric maps

Excellent intersections were obtained, and good agreement was observed along azimuth lines. It is believed that this plot falls well within the limits of prescribed accuracy.

Station "American Corners, crossing of Creek", (Sheet T-8261), formed an intersection approximately 365 meters east of plotted position, probably due to mis-identification.

28. DETAILING

The photographs from which the detailing was done were clear and of fair scale. The field inspection was sufficient and complete except for a couple obvious errors of a minor nature. These errors are covered on a discrepancy overlay accompanying the sheet.

Geographic names were taken from the U. S. Geological Survey quadrangle used as an index, as those used for name sheets have been sent to the Washington office and have not been returned. All names should be checked carefully in Washington.

29. SUPPLEMENTAL DATA

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. These changes, which are not of enough importance to be mentioned in detail, are only to be expected after a period of more than forty years, which is the difference between dates of the two surveys.

45. COMPARISON WITH NAUTICAL CHARTS

None of the published nautical charts, which cover the area shown on T-8252, were available in the compilation office.

Respectfully submitted,
E. Alberta Worrell
E. Alberta Worrell,
Ass't Engineering Draftsman.

Forwarded by:

Kenneth G. Crosby
Chief of Party

FIELD EDIT REPORT
QUADRANGLE T-8252
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.
All major drainages are bordered by wet-weather-swamp. Due to the low stream gradient a greater part of the bottoms flood during the winter and spring months. The boundaries of these low areas are very irregular hence the boundaries shown are only approximate.

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 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. A large number of roads, shown as class 4 by the field inspector, have been changed to class 3. This was done for two reasons; first, to show uniformity with other quadrangles on which the same type of road is classified as class 3, and second, because the change from class 4 to class 3 is actually a borderline change, no errors would be incorporated within the quadrangle by such a change.

15. BRIDGES: Bridge classifications were made inaccorance with instructions issued from the War Dept., dated July 2[illegible], 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 classified, added, or deleted,

17. BOUNDARY MONUMENTS & LINES: See field inspection report.

18. GEOGRAPHIC NAMES: This has been a subject of a separate report, however it is recommended this quadrangle be checked for omitted geographic 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

47. ADEQUACY OF COMPILATION: The compilation of this sheet was adequate, however it was noted a variety of classifications were omoitted that had been classified by the field inspector. Most of these omissions, consisted of names, bench marks, public buildings, and three bridge classifications.

48. ACCURACY TESTS: See field inspection report.

Submitted By,
Wendell Bever
Wendell Bever
Jr. Topo. Engr.

Approved By:
Ray L. Schoppe,
Chief of Party

ROAD CLASSIFICATION FOR MAPS OF ALL SCALES

CLASS	LABEL	STRUCTURE	LOADING
1	Dependable hard-surface heavy duty road.	Concrete, asphaltic concrete bituminus 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 troop 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.
S	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; sufficient notes are made on each photograph so that the variation in terms can be correctly interpreted in the office.

BRIDGE AND TUNNEL CLASSIFICATION

First Symbol	One Lane	Unlimited
Capacity	5 m.p.h.	
A	50 tons	25 tons
B	25 tons	18 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, Md. Geol. Survey
5		"
6		"
7		"
8		"
9		"
10		Railway Guide
11		"
12		385757
13		
14		Road Maps and 1941 Md.
15		Geol. Sur. State Gazetteer
16		
17		
18		
19		
20		386757
21		"
22		"
23		"
24		"
25		"
26		"
27		387757

M 234

GEOGRAPHIC NAMES

Survey No. T-8252

FEDERALSBURG quadrangle

1 Name on Survey	A On Chart No.	B On previous survey No.	C On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	K	
Maryland										1
Caroline County										2
Dorchester County										3
Preston No. 4	(Car. Co.)									4
American Corners No. 8	"									5
Federalsburg No. 5	"									6
Hurlock No. 15	(Dorch. Co.)									7
Williamsburg No. 12	"									8
Fork No. 1	"									9
Pennsylvania R.R. (Cambridge Branch)										10
Baltimore and Eastern R.R.										11
Marshyhope Creek										12
										13
U.S. No. 213	apparently same as Md. No. 331, altho available									14
	commercial road maps of 1942 do not call this									15
	US No. 213; 1941 Md. Geol. Surv. Gazetteer lists									16
State Nos. 306, 313, 307, 319, 318, 392, 377	both Hurlock and Preston as on U.S. No. 213									17
State No. 339 (at Hurlock), 308 and 357 (at Federalsburg): these number										18
are in 1941 Md. State Gazetteer, but have not been										19
found on road maps										
Finchville										20
Mt. Hope Methodist Church	(not shown, Location not known) REE									21
River Road										22
Federalsburg										23
Tanyard Branch										24
Rehoboth Road	(No. 318)									25
Houston Branch Road	(No. 306)									26
Faulkner Branch										27

M 234

	Remarks	Decisions
1		387757
2		"
3		"
4		"
5		387758
6		"
7		"
8		"
9		"
10		"
11		"
12		"
13		386758
14		"
15		"
16		"
17		"
18		"
19		"
20		"
21		"
22		"
23		"
24		"
25		"
26		"
27		"

GEOGRAPHIC NAMES

Survey No. T-8252

2 Name on Survey	On Chart No. A	On previous survey No. B	On U. S. quadrangle Maps C	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
Tull Branch										1
Sullivan Branch										2
Brights Branch										3
Smithville Road										4
Nichols										5
Nichols Church										6
Nichols School	(not shown, position not known) REE									7
Nichols Road										8
Friendship School	(since it is not in use, perhaps preferable to omit)				(NOT shown) REE					9
Friendship Methodist Church										10
Friendship Road										11
Hynson										12
Preston-Federalsburg Road (No. 319)										13
New Church of God										14
Mt. Zion Church										15
Mt. Zion Road										16
Gravel Run	(partly here)									17
Solomons Temple Church										18
Skinners Run										19
Williamsburg										20
Williamsburg Methodist Church										21
Browns Landing										22
Harrison Ferry Bridge										23
Wrights Branch	(partly here)									24
Hurlock										25
Hurlock Elementary School										26
Hurlock High School										27

M 234

	Remarks	Decisions
1		386758
2		"
3		"
4		"
5		"
6		
7		
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9		
10		
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26		
27		

GEOGRAPHIC NAMES

Survey No. T-8252

	2 Name on Survey	A On Chart No.	B On previous survey No.	C On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	K	
1	Hurlock Episcopal Church										1
2	First Baptist Church										2
3	Washington Methodist Church										3
4	Unity Methodist Church										4
5	Pilgrim Holiness Church										5
6											6
7											7
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12											12
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25											25
26											26
27											27

Names unidentified on field sheet
by L. Heck on 7/25/44

M 234

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.

Filed in the Photogrammetric ~~Section---Surveys Branch~~ Division.

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-8252

FEDERALSBURG 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 found to be satisfactory. For further information see the files under project 288B in the Division of Photogrammetry.
A vertical accuracy test was run in this quadrangle and found to be witnin the accuracy requirements. The test is inclosed in this Descriptive Report.

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 charts cover 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 May 13, 1944 By John N. Stewart (per W.M.)
under direction of D. H. Benson

Inspected by B. G. Jones B.G. Jones 4/19/46

Examined and approved:

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

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

~~Chief, Topography Section~~

Raymond B. Eyman
Chief, Div. of Coastal Surveys

NAUTICAL CHARTS BRANCH

SURVEY NO. F-8252

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
1-31-49	552	[signature]	~~Before~~ After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.