

Original

8254

8254

Form 504 U. S. COAST AND GEODETIC SURVEY DEPARTMENT OF COMMERCE DESCRIPTIVE REPORT	
Type of Survey <u>Air Photographic Topographic</u>	
Field No.	Office No. <u>T-8254</u>
LOCALITY	
State <u>Maryland</u>	
General locality <u>Anne Arundel County</u> <u>Prince Georges County</u> <u>Calvert County</u>	
Locality <u>Upper Marlboro</u>	
<u>Bristol Quadrangle</u>	
<u>194 4</u>	
CHIEF OF PARTY <u>Ray L. Schoppe</u> <u>Fred. L. Peacock</u>	
LIBRARY & ARCHIVES	
DATE <u>June 24, 1946</u>	

DATA RECORD

T-8254

Quadrangle (II): 7½ minute

Project No. (II): CS 288 C

Field Office:

Chief of Party: Ray L. Schoppe

WAR MAPPING FIELD PARTY No. 2

Compilation Office:

Chief of Party: Fred. L. Peacock

Baltimore, Md.

Instructions dated (II III):

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

August 3, 1942

May 13, 1943

Completed survey received in office: 5/3/44

Reported to Nautical Chart Section: 5/4/44

Reviewed: 5/26/44 Applied to chart No. Date:

Redrafting Completed: 7/24/44

Registered: 5/46 Published: 1944

Compilation Scale: 1:20,000 Published Scale: 1:31,680

Scale Factor (III): None

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

Reference Station (III): MARIA, 1933

Lat.: 38° 49' 26.275" (810.2 m) Long.: 76° 41' 35.357" (852.9 m) Adjusted
~~Unadjusted~~

State Plane Coordinates (VI): MD SING. ZONE

X = 887,420.90 FEET
2261.9 METERS Y = 360,911.78 FEET
277.9 METERS

Military Grid Zone (VI) A 4B

PHOTOGRAPHS (III)

	<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
Nine Lens	12820 to 12822 Inc.	12/4/42	3:38 P.M.	1:20,000	At M. H. W.
	12824 to 12827 "	12/4/42	3:39 P.M.	1:20,000	At M. H. W.
	13247 to 13250 "	1/12/43	12:59 P.M.	1:20,000	1.7' above M.L.W.
	13266 to 13269 "	1/12/43	2:00 P.M.	1:20,000	1.3' above M.L.W.
Single Lens	AHV- 3-8 to 3-11	1938	Unknown	1:20,000	Unknown
	AHV- 3-59 to 3-61	1938	"	"	"
	AHV- 4-1	1938	"	"	"
	AHV- 4-3 to 4-5	1938	"	"	"
	AHV- 4-56 to 4-59	1938	"	"	"
	AHR- 4-60 to 4-64	1938	"	"	"
	AHR- 4-68 to 4-75	1938	"	"	"
	AHS- 7-20 to 7-21	1938	"	"	"

Tide from (III): Predicted tables, Reference Stations, Baltimore, Md.
with time correction for Hills Bridge, Patuxent River

Mean Range: 2.4 ft.

Spring Range: 2.8 ft.

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

Contouring and

Field Inspection by: G. H. Wood, Jr. - Jr. Topo. Engr. date: November 1943-
January 1944

Field Edit by:

date:

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

Same as date of nine lens photographs

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: A. C. Rauck, Jr. date: 1/4/44

Control checked by: W. H. VanLoon date: 1/7/44

Radial Plot by: J. Edward Deal, Jr. date: 2/1/44
Joseph Steinberg date: 2/12/44

Detailed by: Mary Katherine Olthouse date: 2/21/44
4/29/44

Reviewed in compilation office by: Wm. H. VanLoon date: 4/29/44
5/2/44

Elevations on field photographs checked by:
P. A. McAdam, Jr. Topo. Engr. Oct. 1943

Elevations on Field Edit Sheet
checked by: *J. H. Stewart* date: 5/20/44

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): 10.5 Statute Miles

Number of Recoverable Topographic Stations established: 20
(15 bench marks, 3 azimuth reference monuments, one of which is also a bench mark, and 2 traverse stations, both of which are bench marks)

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles: 76.6

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. 288 G 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.

FIELD INSPECTION REPORT

Quadrangle 8254

1. Description of the Area:

Quadrangle 8254 is bounded on the east by longitude $76^{\circ} 37' 30''$, on the west by $76^{\circ} 45' 00''$, on the south by latitude $38^{\circ} 45' 00''$, and on the north by latitude $38^{\circ} 52' 00''$. It lies south of Baltimore, Md., and southeast of Washington, D. C.

This area is geomorphically in a state of maturity with an indication of rejuvenation and early youth in many of the canyon bottoms. No remnants of the original east coast peneplain remain. The drainage is dendritic. In no case is it controlled by the structure of the underlying rocks.

The mature state of erosion of the ridges has been responsible for the many isolated contours encountered in this area.

Highways and less important roads have, in general, been confined to ridge tops or sides. The exceptions to this case are the main travelled roads such as U. S. Hwy. 301, Maryland 416, and Maryland 4.

The drainage of the area goes into either Chesapeake Bay or the Patuxent River. The greater portion of the area is drained by the Patuxent River.

Farming is prevalent throughout the entire quadrangle. It extends from the river flats of the Patuxent River up into the interlocking drainages of the adjoining quadrangles. The only area not farmed at present are: (1) The bottoms of the numerous deep canyons. (2) The wooded areas of either steeply rolling country or the rather flat areas along part of the Patuxent River. In most all cases this is due to the farmers raising timber, or to the return of land ownership to the country for taxes. And (3) those parts of the Patuxent River bottom unsuitable for farming because of the tendency to be marshy or swampy.

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, chickenhouses, and abandoned dwellings have been deleted. All other cultural features have been adequately identified on the photographs. The classification of wooded areas, marshes, wet weather swamps, and the Patuxent River has been completed. Areas of doubtful drainage have been closely inspected and the correct drainage shown in the conventional 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 when not in the Patuxent River bottom. The dark areas in the above-mentioned river

bottom are dense deciduous trees and brush. All of these areas have been classified on the photographs.

The differentiation in photographic tone aided greatly in the determination of the tree classification and in determining the source of the drainage. Evergreen trees invariably grow on the tops and sides of the ridges.

4. Horizontal Control:

See report of Wendell Bever, Jr. Topo. Engr., previously forwarded.

5. Vertical Control:

Supplemental fly levels were run by Philip A. McAdam, Jr. Topo. Engr., on the east side of the Patuxent River. Levels on the west side of the Patuxent River were run by Emory Bancroft, Jr. Topo. Engr. These level lines were closed with a maximum error of one-half foot; all closures exceeding 0.10 foot were adjusted over the entire loop. A small builders wye level and a Dumpy level were used in running the levels.

For additional information see end of this report.

6. Contours and Drainage:

Contouring was started October 27, 1943 and completed January 22, 1944.

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 run on the single lens photographs (Dept. of Agriculture, May 1938). These lines were controlled by ridges and drains determined under the stereoscope and by using the Brunton Compass.

All contouring was done on 9 lens photographs: 13247 to 13250 Incl., 13266 to 13269 Incl., and 12821 to 12826 Incl. Drainage was determined in the Washington office by stereoscopic methods and inked with white ink. This drainage and additional drainage put on by the topographer with the stereoscope was checked in the field by means of the alidade and controlled hand level lines. Errors discovered in this manner were corrected in the field and later checked under the stereoscope. All drainage is in blue ink, and the conventional drainage symbols were used. The drainage placed on the photographs by the Washington office was found to be fairly good. Where the drainage was found to be correct, the white line was traced over with blue ink, and where in error, deleted, and the true position of the stream put on in blue ink. Later in the season, the topographer was asked to show the direction of intermittent drainage with an arrow symbol on all subsequent work. This symbol was added to the work on intermittent drainage from the date.

No true depression contours occur in this area. At first the conventional depression contour symbol was used. Later this was changed by merely placing hachures on the downstream termination of the depression contour. All depressions were formed by railroad fills and highway fills.

All large horizontal closures of planetable traverses were corrected. All planetable and handlevel traverses between vertical control points

were corrected, if the error was too great.

7. Mean High Water:

The mean high water line was mapped along the shoreline of the Patuxent River. In general, the mean high water line is mapped on the shoreline of salt marshes, the remainder being mapped at the edge of fast land, which is usually in the form of steep bluffs.

8. Mean Low Water:

No attempt was made to map the low water line in the work done in this quadrangle.

9. Wharves and Shoreline Structures:

No wharves or other shoreline structures were observed along the Patuxent River in this quadrangle.

10. Details off Shore from High Water Line:

The only detail noted off shore in the Patuxent River was a small number of pilings. The position of these is noted on the contour photograph No. 13268. A number of small mud and sand shoals occur in this same area. A small boat house is noted on photograph No. 13250.

11. Landmarks and Aids to Navigation:

No landmarks or aids to navigation were noted in the course of the field work along the Patuxent River.

12. Hydrographic Control:

No data available.

13. Landing Fields and Aeronautical Aids:

On photograph No. 13250 a small abandoned air field is noted, the boundaries being shown. This air field is an extreme emergency U. S. Navy field.

14. Road Classification:

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

15. Bridges:

Bridges were classified according to instructions by C. C. Fryer, Jr. Topo. Engr., and are shown on photographs No. 13247 and No. 13268.

16. Buildings and Structures:

Dwellings are circled in red and not otherwise identified. Barns are circled in red and labelled "b", if larger than the dwelling or isolated. Otherwise

they are left out and not deleted. Stores are circled and labelled "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: "cem".

17. Boundary Monuments and Lines:

Political Boundaries and lines were located by C. C. Fryer, Jr. Topo. Engr. on photographs No. 13247 and No. 12823.

18. Geographic Names:

Subject of a special report to be submitted at a later date. L*

19. Junctions:

Satisfactory junctions were made with quadrangles No. 8253 and 8255. Quadrangle 8253 lies to the west and 8255 to the east.

No junction was made with quadrangle 8263 to the north. The work on this quadrangle was not finished at the date of this survey.

The junction to the south 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 on the south side of this survey were run in with a planetable and are thought to be accurate in position.

20. Agreement with Previous Survey:

The 1904 U. S. Geological Survey edition is in poor agreement with this survey. Cross road elevations varied as much as 200 feet, and a few streams were shown with the wrong direction of drainage. The network of roads is entirely changed.

48. Accuracy Tests:

Refer to quadrangle 8255 for vertical accuracy test.
Horizontal accuracy test - subject of special report.

Both tests are well within the requirements of the ~~1913~~ 1913 Map Accuracy Standards.

Submitted by:

Gordon H. Wood Jr.,
Jr. Topo. Engr.

Approved by:
Ray L. Schoppe
Ray L. Schoppe,
Chief of Party.

5. Vertical Control: (continued from item 5, page 2)

On the west side of the Patuxent River several spur lines were run, due to the fact that the roads extend only as far as the river. In each case the elevations were carried back out to the starting point for a check, but no adjustment was made on these spur lines. If the error was too great, the line was re-run.

Elevations were left at road intersections wherever possible and shown on the photographs with a blue ink dot. Wherever this was not possible, base of stakes were used and indicated on the photographs by encircling the elevation figures. In each case where a stake was set merely to indicate the proper position of a centerline road elevation, the figures on the photograph were enclosed in parentheses.

All U. S. C. & Survey bench marks were recovered and used in running the levels on this quadrangle.

43. 2 miles of levels by Philip A. McAdam.

33. 5 miles of levels by Emery Bancroft.

26 CONTROL:

The horizontal control for this Map Manuscript consists of six U. S. Coast and Geodetic Survey triangulation stations and four U. S. Geological Survey traverse stations.

Five of these U. S. Coast and Geodetic Survey triangulation stations and two of the U. S. Geological Survey traverse stations are within the detail limits of this Map Manuscript. They are:

BRIDGE, 1933
MARIA, 1933
OWENS, 1934
PLUMMER, 1933
WYVILLE, 1933, r.1943
TRAVERSE STATION 19 (X, 1917)(U.S.G.S.)
TRAVERSE STATION 973, WO-20, 1933 (U.S.G.S.)

One U. S. Coast and Geodetic Survey triangulation station and two U. S. Geological Survey traverse stations are just outside the detail limits of this Map Manuscript. They are:

MARLBORO MUNICIPAL TANK, 1943
TRAVERSE STATION 232, BMZ, 1917 (U.S.G.S.)
TRAVERSE STATION 211, TTBI, 1933 (U.S.G.S.)

A field inspection point was established by the Field Inspection Party near each of the five U. S. Coast and Geodetic Survey triangulation stations within the limits of this Map Manuscript. These field inspection points have been plotted on this Map Manuscript and indicated with a small orange ink circle on the reverse side of the Map Manuscript. They are:

F. I. P. BRIDGE, 1933
F. I. P. MARIA, 1933
F. I. P. OWENS, 1934
F. I. P. PLUMMER, 1933
F. I. P. WYVILLE, 1933

27 RADIAL PLOT:

The radial plot for this Map Manuscript is part of the 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:

The nine lens unmounted office photographs, supplemented by single lens photographs, were used in detailing this Map Manuscript in accordance with the field inspection data which were, in general, adequate and complete. The number of pictures was satisfactory for office detailing. There was no appreciable scale difference between the pictures and the Map Manuscript.

Where the drainage could not be clearly seen on the office photographs, its existence was verified by stereoscopic examination of the photographs. All minor drainage has been shown on the Map Manuscript with blue acid ink.

The limits of tree areas have been shown with a green acid ink line and classified in accordance with instructions as follows:

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

All bridge classifications indicated by the Field Inspection Party have been shown on the Map Manuscript. It is assumed that bridges now lacking classification will be classified at the time of the field edit.

29 SUPPLEMENTAL DATA:

This Compilation Office was not furnished any supplemental data for the area of this Map Manuscript.

30 MEAN HIGH-WATER LINE:

The Mean High-Water Line has been detailed in accordance with the field inspection data with the exception of a small portion of the shore line of the west side of the Patuxent River above Hills Bridge. Since no field inspection data were furnished for this area, the position of the high-water line was determined by stereoscopic examination of the office photographs.

31 LOW-WATER AND SHOAL LINES:

No low-water line has been shown. The approximate limits of shoal areas, where visible on the photographs, have been shown on this Map Manuscript with a lightweight dashed black acid ink line.

32 DETAILS OFFSHORE FROM THE HIGH WATER LINE:

Two areas of piling have been shown on this Map Manuscript with the conventional symbol and indicated by the note "Piling."

33 WHARVES AND SHORE LINE STRUCTURES:

A pier has been shown on the west shore of the Patuxent River at Jacksons Landing.

34 LANDMARKS AND AIDS TO NAVIGATION:

There are no landmarks or aids to navigation within the limits of this Map Manuscript.

35 HYDROGRAPHIC CONTROL:

Form 524 is being submitted for the following recoverable topographic stations:

- 15 bench marks
- 3 azimuth reference monuments
- 2 traverse stations (USGS) both of which are bench marks

Of these stations only bench mark L 18 is believed to be suitable, as long as it remains in position, for partial hydrographic control.

36 LANDING FIELDS AND AERONAUTICAL AIDS:

A Naval emergency landing field is located adjacent to the west shore of the Patuxent River near the southern limit of this Map Manuscript.

37 DISCREPANCY OVERLAY:

A discrepancy overlay has been made for this Map Manuscript. Notes calling attention to any unanswered questions that have arisen during the process of detailing, have been shown on this overlay for possible use during the 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, Owensville, Md. 15 minute

38 GEOGRAPHIC NAMES: (Continued)

quadrangle. Alphabetical lists of the undisputed, disputed and recommended names are submitted with 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 for well defined and less well defined points of detail, is believed to be within the limits set forth for War Mapping Projects.

40 RECOMMENDATIONS FOR FUTURE SURVEYS:

The planimetric detail shown 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 east - with Map Manuscript for Survey No. T-8255
To the west - with Map Manuscript for Survey No. T-8253
To the north - with Map Manuscript for Survey No. T-8263

To the south - no contemporary survey is available to the Compilation Office for junction purposes.

42 REMARKS:

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

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLE:

Comparison was made with the U. S. Geological Survey, Owensville, Md. 15 minute quadrangle, scale 1:62,500. Because of scale difference, only a general comparison of common detail could conveniently be made. However, it was noticed that the Patuxent River and its tributaries differ in many places as to location on the quadrangle. Two islands in the Patuxent River do not appear on the quadrangle. Many roads have been straightened and

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLE: (Continued)

relocated and new roads have been built since the quadrangle was compiled. The Chesapeake Beach Railway is now abandoned and only piling remains at the site of the railway bridge over the river. The Pope Creek branch of the Pennsylvania Railroad seems either to have been relocated or to have been shown erroneously on the quadrangle. A Naval emergency landing field is located adjacent to the west shore of the Patuxent River near the southern limit of the Map Manuscript.

45 COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with U. S. Coast and Geodetic Survey No. 539, scale 1:40,000. Although scale difference prevented a ready comparison, planimetry common to both was in fair agreement. However, some differences were noted. The western branch of the Patuxent River has been corrected on the chart, but the corrections do not agree with the course of the river, as shown on the Map Manuscript. Two islands in the Patuxent River do not appear on the chart. Shoal areas in the Patuxent River have been shown on the Map Manuscript. The Chesapeake Branch Railway is now abandoned and only piling remains at the site of the railway bridge over the river. A Naval emergency landing field is located adjacent to the west shore of the Patuxent River near the southern limit of the Map Manuscript.

Respectfully submitted

Date April 29, 1944

Mary Katherine Olthouse
Mary Katherine Olthouse
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
Ass't. Photogrammetric Engineer

and

J. Edward Deal, Jr.
J. Edward Deal, Jr.
Ass't. Photogrammetric Engineer

Approved and Forwarded

Date May 2, 1944

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

9A
KTA
82

FIELD EDIT REPORT
QUADRANGLE T-8254

MAY 23 AM 10:08 PROJECT CS 288 C
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 THE PHOTOGRAPHS: See field inspection report.
4. HORIZONTAL CONTROL: See item 26, compilation report.
5. VERTICAL CONTROL: All level elevations should be checked in the Washington office. All bench marks have been checked by the field edit party. ✓
6. CONTOURS & DRAINAGE: See field inspection report. Drainage discrepancies shown on the discrepancy overlay have been investigated and corrected where necessary. ✓
7. thru 12. inapplicable to this report.
13. LANDING FIELDS & AERONAUTICAL AIDS: One small naval auxilliary field is shown near the southern boundary of this sheet. The field is not in use and has no surfaced runways.
14. ROAD CLASSIFICATION: All roads have been classified and shown in accordance with instructions from the War Dept. and have been shown in key on the sheet by the field edit party.
15. BRIDGE CLASSIFICATION: Bridge classifications were made in accordance with instructions issued from the Army War College, dated Jan 12, 1942, and have been shown in key on the sheet by C.C. Fryer, Jr. Topo. Engr.
16. BUILDINGS: A number of buildings, mainly new, have been added by the field edit party. All structures, except dwellings, were classified as to type.
17. BOUNDARY MONUMENTS & LINES: The political boundaries of voting districts were taken from county maps and where necessary, verified in the field.
48. METHODS: This quadrangle was field edited on the 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.

46. con't

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	-----	Violet
Political Boundaries	-----	Blue

47. ADEQUACY OF COMPILATION: The compilation of this sheet as governed by field inspection was complete and adequate.

48. ACCURACY TESTS: See field inspection report.

Submitted By;

Wendell Bever *per F.L.*

Wendell Bever

Approved & Forwarded By;

F. L. Gallen

F. L. Gallen,
Chief of Party

GEOGRAPHIC NAMES

(Undisputed)

- ✓ Abandoned railroad
- Adams Church
- ✓ Anne Arundel County
- ✓ Bayard
- ✓ Bayard School
- ✓ Bristol
- ✓ Bristol School
- ✓ Calvert County
- Chaney
- ✓ Charles Branch
- ✓ Collington Branch
- ✓ Darnall
- Deep Creek
- ✓ Drury
- ✓ Ferry Branch
- ✓ Galloway Creek
- ✓ Greenock
- ✓ Greenock Road
- ✓ Half Pond Road
- ✓ Hills Bridge
- ✓ Jackson Landing
- ✓ Leeland Road
- ✓ Lyons Creek
- ✓ Lyons Creek (village)
- ✓ McKendree
- ✓ Maryland State Highway No. 4
- ✓ Maryland State Highway No. 258
- ✓ Maryland State Highway No. 259
- ✓ Maryland State Highway No. 301
- ✓ (Probably U.S. Highway No. 301 and Maryland State Highway No. 3)
- ✓ Maryland State Highway No. 416
- ✓ Maryland State Highway No. 422
- ✓ Mt. Calvary Church
- ✓ Mt. Calvert
- ✓ Mt. Calvert Road
- ✓ Patuxent River
- ✓ Pennsylvania June
- ✓ Pennsylvania Railroad (Philadelphia, Baltimore and Washington)-Popes Creek Branch
- ✓ Peters Chapel
- ✓ Pindell
- ✓ Prince Georges County
- ✓ Rock Branch
- ✓ Sandy Road
- ✓ Selbys Landing
- ✓ Sollers Church
- ✓ St. Lukes Chapel
- ✓ Swan Point Creek
- ✓ Turon Branch
- ✓ Upper Marlboro
- ✓ Waysons Corner
- ✓ Wells Corner
- ✓ Wesley Chapel
- ✓ Western Branch

GEOGRAPHIC NAMES

Recommended

✓ Bristol Landing
✓ Leon

Disputed

Fig Point
Peak Point

T-8254

Remarks.

I
Decisions

1		USGB
2		
3		
4		USGB
5		
6		Railway Guide
7		Md. Geol. Survey Coun-
8		ty maps: Calvert Co.
9		map is dated 1932 and
10		name may have since
11		been changed
12		
13	See name list in desc. report: there does not	Road Maps
14	appear to be a Md. No. 301	"
15		
16		387766
17		"
18		"
19		"
20		"
21		"
22		"
23		"
24		"
25		"
26		"
27		3887686

GEOGRAPHIC NAMES

Survey No. T-8254

BRISTOL quadrangle

1	Name on Survey										
		A	B	C	D	E	F	G	H	K	
	<u>Maryland</u>										1
	<u>Anne Arundel County</u> ✓										2
	<u>Calvert County</u> ✓										3
	<u>Prince Georges County</u> ✓										4
	<u>Patuxent River</u> ✓										5
	<u>Pennsylvania R.R. (Popes Creek Branch)</u>										6
	<u>Nottingham No. 4</u> (Pr. G. Co.) ✓										7
	<u>Upper Marlboro No. 3</u> ✓ "										8
	<u>Queen Anne No. 7</u> ✓ "										9
	<u>Lower Marlboro No. 3</u> ? (Calvert County) (Sunderland on manu- ✓ script?)										10
	<u>Districts 1 and 8</u> (Anne Arundel County) ✓										11
											12
	<u>U.S. 301/State 3</u> ✓ <u>Crain Highway</u>										13
	<u>Md. Nos. 4, 258, 259, 416, 422</u> ✓										14
											15
	<u>Chaney</u> ✓										16
	<u>Peters Chapel</u> ✓										17
	<u>Lyons Creek</u> ✓										18
	<u>Lyons Creek</u> (village) ✓										19
	<u>Deep Creek</u> ✓										20
	<u>Pindell</u> ✓										21
	<u>Sollers Church</u> ✓										22
	<u>Bristol</u> ✓										23
	<u>Wesley Chapel</u> ✓										24
	<u>Darnall</u> ✓										25
	<u>McKendree</u> (very little, if any, of it here) ✓										26
	<u>Greenock</u> ✓										27

Remarks.

Decisions

	Remarks.	Decisions
1		388766
2		"
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		"
11		"
12		388767
13		"
14		"
15		"
16		"
17		387767
18		388767
19		"
20		"
21		387767
22		"
23		"
24		"
25		"
26		"
27		"

GEOGRAPHIC NAMES

Survey No. T-8254

2	Name on Survey	Sources									
		A	B	C	D	E	F	G	H	K	
		On Chart No.	On previous survey No.	On U. S. quachangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
	<u>Greenock Road</u>	✓									1
	<u>Drury</u>	✓									2
	<u>Bristol School</u>	✓									3
	<u>Mt. Calvary Church</u>	✓									4
	<u>Sandy Road</u>	✓									5
	<u>Ferry Branch</u>	✓									6
	<u>Bayard</u>	✓									7
	<u>Bayard School</u>										8
	<u>Adams Church</u>	✓									9
	<u>St. Lukes Chapel</u>	✓									10
	<u>Rock Branch</u>	✓									11
	<u>Leeland</u>										12
											(only a part of it here)
	<u>Leeland Road</u>	✓									13
	<u>Wells Corner</u>	✓									14
	<u>Collington Branch</u>	✓									15
											(part of it here)
	<u>Upper Marlboro</u>	✓									16
	<u>Pennsylvania Junction</u>										17
											Not shown
	<u>Waysons Corner</u>	✓									18
	<u>Hills Bridge</u>	✓									19
	<u>Galloway Creek</u>	✓									20
	<u>Leon</u>	✓									21
	<u>Bristol Landing</u>	✓									22
	<u>Western Branch</u>	✓									23
	<u>Charles Branch</u>	✓									24
	<u>Mt. Calvert</u>	✓									24
	<u>Mt. Calvert Road</u>	✓									25
	<u>Turon Branch</u>	✓									26
	<u>Jackson Landing</u>	✓									27

T-8254

3
Decisions

Remarks

	Remarks	Decisions
1		387767
2		"
3		"
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GEOGRAPHIC NAMES

Survey No. T-8254

3 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
<u>Swan Point Creek</u>	✓								1
<u>Half Pond Road</u>	✓								2
<u>Selbys Landing</u>	✓								3
									4
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Names underlined in red approved
by L. Heck on 6/2/47

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.

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-8254

BRISTOL 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. For further information see the files in the Division of Photogrammetry. *(copy in Des. Report for T-8260)*

The test showed this quadrangle to be within the Horizontal accuracy requirements.
There is no vertical accuracy test in this area. For the nearest test see quadrangle T-8255.

Previous Surveys

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

T-2836a	1907	1:20,000
T-2878	1908	1:10,000

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 application of the map has been made with any of the nautical charts.

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 26, 1944 By Jahn H. Stewart
under direction of D. H. Benson (per R.M.)

Inspected by B. G. Jones B.G. Jones 5/46

Examined and approved:

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

~~Chief, Topography Section~~

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

Raymond P. Eymann
Chief, Div. of Coastal
Surveys