

8259

8259

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	
Field No. T-8259	Office No.
LOCALITY	
State.....	Maryland
General locality.....	Eastern Shore
Locality.....	Easton
<u>194 2</u>	
CHIEF OF PARTY	
Lt. Comdr. F.L. Gallen	
LIBRARY & ARCHIVES	
DATE	

ON
Disq. Ch. 17-4

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. T-3259

REGISTER NO.

State Maryland

General Locality Eastern Shore

Locality Easton

Scale 1:20,000 Date of survey July 27, 19 42

Vessel War Mapping Project No. 1

Chief of party F. L. Gallen

Surveyed by Milton Applefield, Henry M. Eldridge, C. C. Fryer,
L. G. Chambers, C. Hanavich, Earl E. Nugent

Inked by Henry M. Eldridge

Heights in feet above M. S. L. to ground ~~to tops of trees~~

Contour, ~~Approximate contour, Form line~~ interval 20 feet

Instructions dated August 3 19 42
Supplemental Instructions August 13, 1942.

Remarks: _____

DESCRIPTIVE REPORT TO ACCOMPANY
T-8259
MARYLAND
War Mapping Project CS-288-A
F.L.Gallen, Chief of Party.

INSTRUCTIONS

This work was executed under the Director's Instructions dated August 3, 1942, and supplemental instructions dated August 13, 1942.

GENERAL DESCRIPTION OF AREA

The area in the west portion of this sheet is comprised of a series of points and necks with several large creeks making in and consists for the most part of flat cultivated areas. Throughout the remaining area covered by this sheet, cultivated and wooded areas of rolling hills are about equally distributed. Easton is the principal town; it is, also, the County Seat of Talbot County.

ORGANIZATION OF WORK

The survey operations on this quadrangle were undertaken in the following order:

- a - Supplemental levels
- b - Field edit
- c - Contours
- d - Bridge classification
- e - Horizontal accuracy test
- f - Vertical accuracy test.

Operation "a" was performed by a 4-man party; operations "b" and "c" were conjoined and performed by a 4-man party; operation "d" by a special 2-man party; and operations "e" and "f" by two special 5-man parties.

LEVELS

The supplemental levels were run by Milton Applefield, Engineering Aid, July 27 to August 29, 1942, but were not continuous.

These levels were controlled from Geological Survey and Coast and Geodetic Survey bench marks, and preceded the second order levels mentioned in paragraph 13 of the instructions for this project.

A wye level with 16 foot rods graduated in feet and tenths, was used. Elevations were read to the nearest hundredth. Elevations were taken along the centerline of all principal roads at intervals of one fourth mile intersections with other roads, hedges, fences, etc. These points were identified on a copy of the map assembly and furnished

to the topographer for the control of contours.

All supplemental level lines were closed lines except for a few spur lines of less than $1\frac{1}{2}$ miles in length, and along roads where the second order levels were to be later run. Level lines whose closures exceeded one foot were re-run; minor level lines (not used for the control of other lines) were not adjusted if the closing error was less than $3/10$ foot. Temporary bench marks were set along the main level lines for the control of minor level lines. Elevations to the nearest $1/10$ foot were furnished to the topographer.

Level ties were made with the unadjusted 1942 second order bench marks by Charles Hanavich, Senior Photogrammetric Aid, on October 15 and 17, 1942, after the supplemental levels had been run. There were no discrepancies in the supplemental levels over 0.07 feet.

All supplemental level elevations have been inked in black on the sheet to the nearest $1/10$ foot and will be of value should five foot contours be added at a later date. All level elevations on this sheet were checked against the original level records by Henry M. Eldridge, Photogrammetric Aid, and Milton Applefield, Engineering Aid, on November 5, 1942.

CONTOURING

This sheet was contoured by Henry M. Eldridge, Photogrammetric Aid, September 21 to October 31, 1942, except for that portion at latitude $38^{\circ}45'$ to $38^{\circ}46'.2$, longitude $76^{\circ}03'.1$ to $76^{\circ}07'.5$ which was contoured by Earl E. Nugent, Rodman, November 3 to November 6, 1942.

The contouring was done directly on a 1:20,000 scale map assembly of the planimetric maps by standard plane table methods, except that planetable positions were located and orientations obtained from the topographic detail shown on the map assembly. Only a few short planetable traverses were run, and in each case, it was used to carry elevations for a planetable set-up.

No undue attempt was made by the topographers to secure a greater degree of accuracy in the contours than the instructions specifically called for.

U. S. Geological quadrangle maps were consulted, also, and where discrepancies existed they were noted in the field. Since the Geological Survey quadrangle maps were on a much smaller scale than the work on this project, only a visual comparison was made. In general, the contours of the two surveys were in close agreement. The following are the larger discrepancies:

- (1) A small closed 60-foot contour was found at latitude $38^{\circ}45'.2$, longitude $76^{\circ}01'.4$; the Geological Survey shows this as a closed 50-foot contour.

- (2) A continuous 40-foot contour was found at latitude $38^{\circ}45'.5$, longitude $76^{\circ}01'.1$; the Geological Survey shows a large closed 40-foot contour.
- (3) There were several small closed 20 and 60 foot contours scattered over the area, which the Geological Survey did not show.

closed 80

All planetable elevations obtained in the field have been inked in brown on the sheet, except where the elevations were on or very close to the contour, in which case, they were left off the sheet. These elevations will be of value should five foot contours be added at a later date. Useful elevations such as are shown by the Geological Survey were obtained in the field, but no selection was made during the inking of the sheet.

The magnetic meridian shown on the sheet was obtained from orienting along State Highway 309, and was later checked in the field.

FIELD EDIT

This sheet was field edited by Henry M. Eldridge, Photogrammetric Aid, except for that portion at latitude $38^{\circ}45'$ to $38^{\circ}46'.2$, longitude $76^{\circ}03'.1$ to $76^{\circ}07'.5$, which was field edited by Earl E. Nugent, Rodman. The field edit was done by the topographers while contouring.

All symbols used during the field edit are standard topographic symbols, except that a green "x" was used for the deletions and a tick mark was used to indicate the limits of deletions, and also, the points of change in the road classification. A list of abbreviations used during the field edit is contained in the back of this report.

A. Boundaries

The boundaries of the political districts were drawn on this sheet from maps furnished by the Washington Office, after they were verified locally.

B. Buildings

All farm buildings except dwellings, have been classified as "b" (barns). This includes large substantial sheds, chicken houses, etc.

The buildings on this sheet were located by a combination of plane table methods and tape distances. All buildings are shown in their relative size, except where individual buildings were so close that they could not be shown on this scale, in such cases, the buildings were slightly reduced in size. Where buildings were attached to each other then solid blocks of buildings were shown.

There were numerous additions and deletions of buildings.

C. Bench Marks

The descriptions for the second order bench marks established during 1942, by Clarence Symms, Jr., Associate Geodetic Engineer, while operating as an independent party, will be submitted by that party directly to the Washington Office.

All of the above 1942 bench marks, which fall on this sheet, have been shown except for bench mark "Talbot County, 1942", which could not be shown, since the position of U. S. G. S. bench mark Balto 37, is shown at the east side of the new County Courthouse, which is the location also for bench mark Talbot County, 1942.

Bench Marks U.S.E. 1942, located at the Eastern Maryland Airport, Balto 37 in Easton, Balto 50 at the little settlement of Longwoods, A9 about 3.5 miles northeast from Easton along State Highway 309, B9 about 4.5 miles northeast from Easton, along the same State Highway, Easton 1935 in Easton near the High School, Y7 in Easton, and Z7 about 1.0 mile northeast from Easton along the Oxford Branch of the Pennsylvania R. R. were recovered and descriptions for these bench marks are submitted with this report; the positions of all these bench marks are shown on this sheet.

Bench mark T9 was found to be destroyed and a description to that effect is submitted.

There are no other permanent bench marks, except as stated above, on this sheet.

D. Bridges

Bridge Classifications were made by C. C. Fryer, Photogrammetric Aid, while operating as a special two man field party. The classifications are in accordance with the instructions from the War Department dated July 23, 1942, and have been shown in "key" on the sheet.

Culverts (span of 20 feet as classified by the U. S. Bureau of Public Roads) have not been indicated on the sheet unless they were not capable of supporting normal loads. In which case, they have been labeled "weak culv" on the sheet.

E. Field Culture

All field culture, such as wire fences, brush along fence lines, field ditches, field lines, and wagon tracks have been deleted from the map manuscript. There were no stone fences on this sheet.

F. Geographic names

In accordance with the instructions, no special investigation of

geographic names was made. However, the party was on the alert for name discrepancies and new names. The following discrepancy was found:

- (1) The old Easton Airport. This airport as shown on this sheet has been abandoned and cultivated over, however a new airport is being built as described below.

NEW NAME

- (1) Easton Maryland Airport. This airport is located about two miles north of the town of Easton along U. S. Highway 213. The land of this airport is owned by the town of Easton and Talbot County. The airport is being built with funds furnished by the Civil Aeronautics Authority and the construction is being done by the War Department, U. S. Engineers. This airport is to be used by the War Department for the duration of the war only. After the war is over the airport reverts back to the town of Easton and Talbot County.

As the airport was under construction at the time of the contouring on this sheet, no attempt was made to contour the airport area. However, the boundaries of the airport were located in the field and added to the sheet, and the stream which flowed through the area was deleted. Diversion ditches were added. On completion of the airport a contour map of this area may be obtained from the U. S. Engineers.

The roads on this sheet do not, in general, have local names. Only two such names were found:

- (1) Matthews Run Road: this Road is State Highway 328
- (2) Dover Road: this Road is State Highway 331.

N.B.: The new names listed above were verified in each case by several local inhabitants.

G. Drainage

Numerous streams (shown by a full line on the map assembly) were reclassified as intermittent streams. There was a tendency on the part of the air photographic survey to over extend the streams, especially in cultivated fields. These have been deleted where necessary.

H. Shoreline

There were no shoreline changes or temporary docks noted on this sheet.

I. Power and Telephone Lines

Power lines were treated in accordance with the standard practice of the Geological Survey, i. e. only trunk power transmission lines were shown, except where the lines were located in less developed rural areas and not along principal highways.

Telephone lines were treated in accordance with supplemental Instructions from the Director, dated August 13, 1942.

There were no power or telephone lines falling in the above categories on this sheet.

J. Roads

All roads have been classified and shown in accordance with instructions from the Army War College dated January 12, 1942.

K. Woods

The wooded areas have been classified for concealment, types of trees and density. A key to the classification is contained in the back of this report.

JUNCTIONS

This sheet joins quadrangle T-8268 on the north, T-8260 on the east, T-8250 on the south, and T-8258 on the west.

The junction, both field edit and contours, with quadrangles T-8250 and T-8258 have been checked by Henry M. Eldridge, Photogrammetric Aid, on November 9, 1942. The junction with T-8268 will be discussed in the report of ^{that} ~~this~~ sheet on which work is still in progress.

The junction with T-8260 will have to be discussed in the report of ^{that} ~~this~~ sheet, if and when work is commenced on ^{that} ~~this~~ sheet.

STATISTICS:

Supplemental levels, statute miles	74.7
Contours, square statute miles	41.7
Field Edit, Square statute miles	57.2

TESTS

HORIZONTAL ACCURACY

For horizontal accuracy test on this quadrangle see sheets attach-

ed to this report. Also see Quadrangle T-8250.

VERTICAL ACCURACY

The vertical accuracy test for this sheet (latitude $38^{\circ}46'.8$, longitude $76^{\circ}03'.2$) was done by Charles Hanavich, Senior Photogrammetric Aid on November 2, 1942. Three separate contours were run, i.e. 55, 60 and 65-foot contours. The section of the contour tested on this sheet is within the required limits of accuracy as set forth in the instructions, and 5-foot contour intervals can be added at a later date.

These test contours are shown on the sheet with orange lines connected to black dots. The black dots indicate the elevations on the contour ascertained in the field. (*See sheet is filed in the Division of Photogrammetry*)

The test contours were run independent of this topographic sheet on a copy of the map assembly and then transferred to this sheet and checked.

REMARKS

This sheet was inked by Henry M. Eldridge, Photogrammetric Aid, November 3 to November 9, 1942.

This sheet is complete and requires no further field work.

The field work on this sheet was supervised by Lieut. E. L. Jones and the report compiled by Charles Hanavich, Senior Photogrammetric Aid.

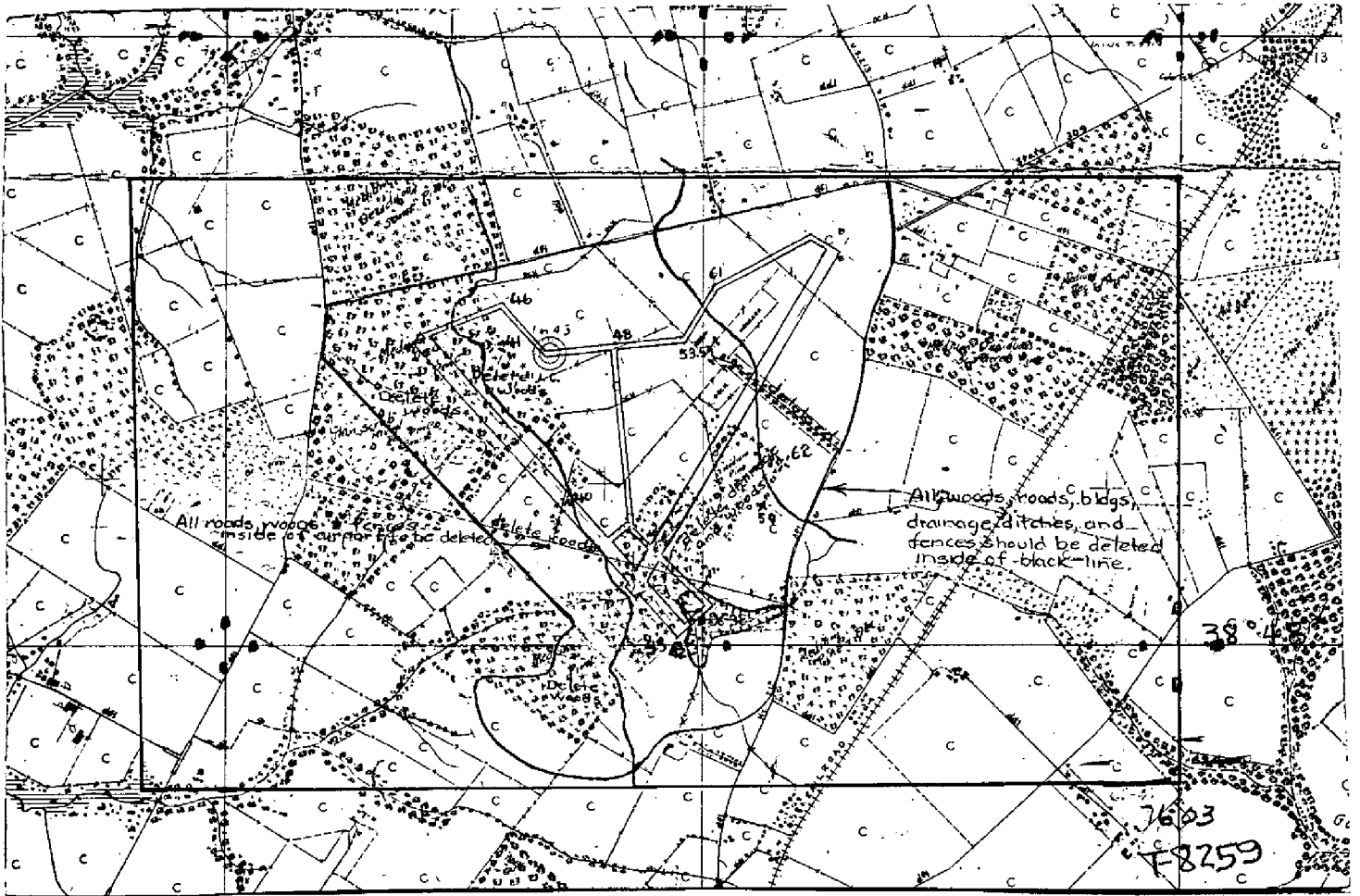
Submitted by

*E. H. Kirsch for
Charles Hanavich.*

Charles Hanavich,
Senior Photogrammetric Aid

Approved:

F. L. Gallen
F. L. Gallen,
Chief of Party



8259
POST-OFFICE ADDRESS: War Mapping Field Party #2
Box 281, Easton, Maryland

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

1943 NOV 13 PM 2:14
DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

November 12, 1943

To: The Director
U. S. Coast and Geodetic Survey
Washington 25, D. C.

From: Lieut. Comdr. L. W. Swanson
U. S. Coast and Geodetic Survey

Subject: Correction Quadrangle T-8259, Easton, Maryland

Reference: 826 - RCR dated November 4, 1943

There is enclosed a section of Quadrangle T-8259 showing the Easton Airport as completed. All work on this airport has been abandoned, and the enclosed print will bring the quadrangle to date. The runways of this airport are macadam.

Respectfully,

L. W. Swanson

L. W. Swanson
Lieut. Comdr., Coast and Geodetic Survey

Note: This correction was received after T-8259 had been printed. The correction has been made on the 1:20,000 scale file copy and entered on the correction copy for addition at the next printing of the quadrangle B.G. Jones

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TESTS FOR HORIZONTAL ACCURACY
 QUADRANGLE No. 8259
 PROJECT 288- A

This test consists of a traverse between Triangulation Station MORRIS and Triangulation Station EASTON. The traverse is 11.67 statute miles in length and contains 25 test points, 7 of which are within the boundaries of this quadrangle. The traverse closure is one part in 9,740, and the discrepancy was adjusted throughout the traverse. The test points are referred to in the computations as P. P. No. (photograph point number) and the test points as scaled from the map manuscript are referred to as M. M. No.

TABULATION OF TEST POINTS

Description of Point	Test Point Number	Lat.	Long.	Difference in mm.
Inter road & stream 90° Less well defined	P. P. No. 19	38-45- 410.9	76-04- 438.7	
	M. M. No. 19	38-45- 422.1	76-04- 438.4	.560
Inter road & road 75°	P. P. No. 20	38-45-1180.6	76-04- 480.7	
	M. M. No. 20	38-45-1184.5	76-04- 482.6	.217
Inter road & road 65°	P. P. No. 21	38-45-1622.0	76-04- 674.1	
	M. M. No. 21	38-45-1627.6	76-04- 675.5	.288
Inter road & R. R. 80°	P. P. No. 22	38-46- 45.4	76-04- 812.2	
	M. M. No. 22	38-46- 55.9	76-04- 812.2	.525
Inter R. R. & hedge 55°. Less well defined.	P. P. No. 23	38-46- 218.3	76-04-1212.2	
	M. M. No. 23	38-46- 229.5	76-04-1215.7	.586
Inter road & R. R. 45°	P. P. No. 24	38-46- 419.8	76-05- 126.3	
	M. M. No. 24	38-46- 426.0	76-05- 130.8	.378
Center front face of house	P. P. No. 25	38-46- 277.2	76-05- 628.6	
	M. M. No. 25	38-46- 271.4	76-05- 642.3	.744

Test points 19 and 23 may be considered as less well defined points. Two of the remaining five well defined points exceed the allowable limit of .5 mm., number 22 by a very slight margin and number 25,

which is the center first face of a house by .24 mm. This house is displaced in longitude and it is possible that the detailer depicted the shadow.

Submitted by

Emil H. Kirsch
Emil H. Kirsch,
Lieutenant
U.S. Coast & Geodetic Survey

Approved:

Wm. D. Patterson
Wm. D. Patterson,
Chief of Party.

ABBREVIATIONS AND SYMBOLS

FIELD EDIT ON MAP MANUSCRIPTS

WOODS

Concealment:

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

Density

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

Type

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

BRIDGES (by special party)

First Symbol one lane Unlimited Capacity 5 mph

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'
 (clear height for B - over 13'
 width of 10') C - over 12'
 D - over 11' etc.

Third Symbol

Horizontal Clearance A - over 18'
 (width between curbs) B - over 17'
 C - over 16'
 D - over 15' etc

Fourth Symbol- yr. of classification

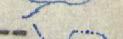
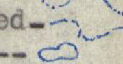

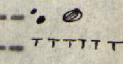
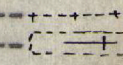
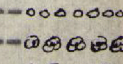
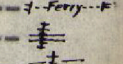
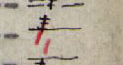
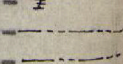
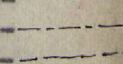
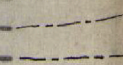
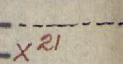
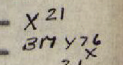
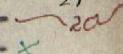
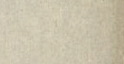
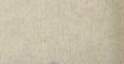
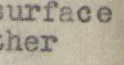
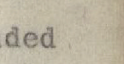
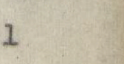
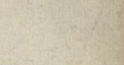
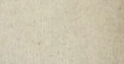
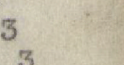
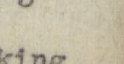
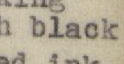
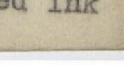



" U " Underpass to be substituted
 " T " Tunnels for the first symbol
 (where applicable)

BUILDINGS

- d - dwelling
- b - barn
- Sto - store
- Bldg. - builing
- Ch - church
- P.O. - post office
- C.H. - Courthouse
- RR Sta. - Railroad Station
- Hos - hospital

Symbols

Streams

- Intermittent Streams----- 
- Probable drainage, unsurveyed----- 
- Ponds and Lakes----- 
- Intermittent Ponds Lakes----- 
- ditch----- 
- Tanks----- 
- Teleph. & Telegr. Lines----- 
- Power Transm. Lines----- 
- Cemetary, give name----- 
- Fence, stone----- 
- Hedge----- 
- Ferries (state name)----- 
- Railroad crossing----- 
- Grade----- 
- R R above----- 
- R R below----- 
- Boundaries----- 
- State----- 
- County----- 
- Township or district----- 
- Reservation----- 
- City or Village----- 
- Cemetary or small park----- 
- Elevations, plane table----- 
- Elevations, levels----- 
- Bench Mark, Permanent----- 
- Contour----- 
- Delete----- 

UBA 42
VALE

Roads

- Rd. -Road
- Classification:
- Rd. 1 - Dependable, hard surface
 - Rd. 2 - Secondary, allweather
 - Rd. 3 - Loose surface
 - Rd. 4 - Unimproved but graded
 - Rd, 4U - Track road
 - Rd. 5 - Horse or foot trail
 - Private road
 - Width in feet
 - Railroad
 - Tracks
 - U.S. Highway NO. 3
 - State Highway No. 3
 - County Highway No. 3

Note: Colors shown are for inking on red and orange sheets. With black and white prints substitute red ink for black.

	Remarks.	Decisions
1		387760
2		(387759)
3		"
4		"
5		"
6		"
7	Added to name overlay	"
8	" " "	"
9		"
10		Railway Guide
11		" "
12		Page 5
13		Page 5
14		386762
15		387761
16		"
17		386761 USGB
18		"
19		"
20		"
21		"
22		388762 USGB
23	Added to name overlay: water feature, in Miles River just below Goldsborough Creek	387761
24	Woodland is USGB decision for village (not Chapel): apply Woodland unless there should also be a church called Woodland Chapel	388760 USGB
25		"
26		"
27		388761

GEOGRAPHIC NAMES

Survey No. T-8259

EASTON quadrangle

No. 1

Name on Survey

On Chart
No.

On previous survey
No.

On U. S. quadrangle
Maps

From local
information

On local Maps

P. O. Guide or Map

Rand McNally Atlas

U. S. Light List

A,

B,

C,

D

E

F

G

H

K

Name on Survey	A,	B,	C,	D	E	F	G	H	K	
Williams Creek ✓										1
Kings Creek ✓										2
Wootenauz Creek ✓										3
Galloway Run ✓										4
Easton ✓										5
Easton Point ✓										6
North Fork ✓										7
Papermill Pond ✓										8
Tanyard Branch ✓										9
Baltimore and Eastern (RR) ✓										10
Pennsylvania (Oxford Branch) ✓										11
Dover Road ✓										12
Matthews Run Road ✓										13
Choptank River ✓										14
Glebe Creek ✓										15
Bloomfield ✓										16
Red Avon River ✓										17
Shipshead Creek ✓										18
Edmondson Neck ✓										19
Watermelon Point ✓										20
Dixon Creek ✓										21
Miles River ✓										22
The Anchorage ✓										23
Woodland ✓										24
Longwoods ✓										25
Potts Mill Creek ✓										26
Miles River Neck ✓										27

This is not an unusual or important feature - not charted

[Signature]

Remarks.

Decisions

	Remarks.	Decisions
1		388761
2		" USGB
3		387760
4		387760
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GEOGRAPHIC NAMES

Survey No. T-8259

No. 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

Name on Survey	A	B	C	D	E	F	G	H	K	
<u>Pickering Creek</u> ✓	✓									1
<u>Goldsbrough Creek</u> ✓	✓									2
<u>St. Aubins Heights</u> ✓	✓									3
<u>Easton Maryland Airport</u> ✓	✓									4
										5
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										27

Names underlined in red approve.
 by L Heck 2-11-1942

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, ~~march, 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 Manuscript --- (ozalid cloth-backed copy)

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-8259

EASTON 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. The report for this test is inclosed in this Descriptive Report.

A vertical accuracy test was made for this sheet. The report is on page 7 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.

T-224	1:20,000	1847
T-2513	1:20,000	1900
T-2524	1:20,000	1900-01

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.

CLW 1225

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

No formal review was necessary as all additions and corrections were made by the field party.

Reviewed Jan. 6, 1943 By Walter B. Russell, jr.
under direction of D. H. Benson *(per W.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. Knox
Chief, Div. of Charts
Nautical Chart Branch

Raymond B. Egan
Chief, Div. of Coastal
Surveys

