

8287

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Air Photographic Topographic

Field No. _____ Office No. T-8287

LOCALITY

State Maryland

General locality Bush River

Locality Aberdeen Proving Ground

1943

CHIEF OF PARTY

Ray. L. Schoppe

Fred. L. Peacock

LIBRARY & ARCHIVES

DATE June 24, 1946

B-1870-1 (1)++

8287

DATA RECORD

T- 8287

Quadrangle (II):

7½ minute

Project No. (II):

CS-288-A

Field Office:

War Mapping Field Party No. 2

Chief of Party:

Ray L. Schoppe

Compilation Office:

Baltimore, Maryland

Chief of Party:

Fred. L. Peacock

Instructions dated (II III):

May 13, 1943; and May 22, 1943

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

Completed survey received in office: Nov. 20, 1943

Reported to Nautical Chart Section: Nov. 21, 1943

Reviewed: Feb. 7, 1944

Applied to chart No.

Date:

Redrafting Completed: Apr. 5, 1944

Registered:

6/46

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): P(U.S.E.), 1937
~~39° 22' 39.569" 1220.3m 76° 10' 47.575" 1138.7m~~ *Δ Airway Beacon falls out - side limits of T-8287*

Lat.: ~~39° 22' 39.569" 1220.3m~~ Long.: ~~76° 10' 47.575" 1138.7m~~ *Adjusted*
~~Unadjusted:~~

State Plane Coordinates (VI): for P(U.S.E.), 1937
 Maryland single zone

X = 1,031,839.13 ft.

Y = 563,465.87 ft.

Military Grid Zone (VI) "A"

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
Single Lens				
16-105-1 to		12:30p.m. to		
16-105-26 Incl. 3/28/43		12:45p.m.	1:20,000	1.3' above M. L. W.
16-105-27 to		12:45p.m. to		
16-105-50 Incl. 3/28/43		1:00p.m.	1:20,000	1.4' above M. L. W.
16-105-51 to		1:00p.m. to		
16-105-67 Incl. 3/28/43		1:15p.m.	1:20,000	1.5' above M. L. W.
16-105-68 to		1:15p.m. to		
16-105-84 Incl. 3/28/43		1:30p.m.	1:20,000	1.7' above M. L. W.
Nine Lens				
01302 & 01303 Incl. Unknown		Unknown	1:10,000	Unknown
Tide from (III); Predicted tables, Reference Station Baltimore, Maryland, with corrections for Fishing Battery Light and Pond Point, Bush River				
Mean Range:	2.1'		Spring Range:	2.4'

Camera: (Kind or source) U. S. Army 9" x9" Single lens (8 $\frac{1}{4}$ " focal length)

Field Inspection by: Northwest portion of the quadrangle date: Sept. 25, 1943
by J. W. Brett

Field Edit by: J. W. Brett date: Sept. 25, 1943
W. Bever Dec. 1943

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

Same as date of photographs

Projection and Grids ruled by (III) Washington Office date: Unknown

" " " checked by: Washington Office date: Unknown

Control plotted by: Unknown date: "

Control checked by: " date: "

Radial Plot by: " date: "

Detailed by: Albert C. Rauok, Jr. date: October 20, 1943 to
November 10, 1943

Reviewed in compilation office by: Henry P. Eichert date: November 19, 1943

Elevations on Field Edit Sheet
checked by: date:

STATISTICS (III)

Land Area (Sq. Statute Miles); 43

Shoreline (More than 200 meters to opposite shore); 28

Shoreline (Less than 200 meters to opposite shore); 12
Measured along approximate centerline of Streams

Number of Recoverable Topographic Stations established; None

Number of Temporary Hydrographic Stations located by radial plot; None

Leveling (to control contours) - miles; 64

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 A 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:

PREPARATION OF BASE MAPS

Assembly into quadrangle base sheets by photographic means of previously produced planimetric maps of the area. These maps were compiled by this Bureau from aerial photographs taken in 1937 and were published in 1940 on the scale of 1:10,000. Lithographic prints of the quadrangle base sheets on cloth-mounted paper were furnished to the field parties and similar prints in red ink on celluloid sheets were furnished to the compilation office.

FIELD SURVEYS

Aerial photography: *Army single lens*
~~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. The field parties were permitted to make field inspection notes either on the photographs or on the planimetric base sheet.

Contouring by planetable, directly on the photographs or on the planimetric base sheet at the option of the field party. The contouring for this quadrangle was done on the photographs by planetable and by use of the stereoscope.

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

Revision of the planimetric base map from the new photographs and addition of contours and corrections obtained by the field parties. No radial plot was made for this work.

FIELD EDIT

Comparison of a copy of the corrected manuscript with the ground. This included inspection for completeness and accuracy as well as the location by planetable methods of additional details, checking of nautical and aeronautical aids to navigation, etc.

Accuracy Tests - Application of systematic horizontal and vertical accuracy tests to check the maps for conformity with the specifications. These tests consisted of comparison of the map position and elevation of selected random points with the true position and elevation as independently determined by standard survey methods.

PROCESSING IN THE WASHINGTON OFFICE

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

Drafting and Reproduction - Preparation of smooth color separation drawings on 1:20,000 scale on metal-mounted "blue-line" copies of the manuscript. From these drawings, negatives and printing plates were prepared for reproduction of the finished map on the scale of 1:31,680 or 1:25,000.

DESCRIPTIVE REPORT TO ACCOMPANY
QUADRANGLE T-8287
PROJECT GS 288 A
Ray L. Schoppe, Comdr., Chief of Party

1. Description of the Area. Quadrangle T-8287 lies within latitudes $39^{\circ} 30'$ and $39^{\circ} 22' 30''$, and longitudes $76^{\circ} 15'$ and $76^{\circ} - 07' 30''$. The Bush River lies in the southwest corner, and Chesapeake Bay, the southeast. Most of the quadrangle is within the Aberdeen Proving Ground Reservation, the Ordnance and Replacement Center of the Army.

In the south, there are numerous small streams and marshes. This area is covered with thick brush and scattered trees. This portion of the quadrangle is flat, rising gradually from the southeast to the head of Bush River. The rise here is sharp, with Grays Run and man-made drain controlling the pattern of the contours.

The main drainage systems are Swan Creek in the northeast, Bush River, and Romney Creek, which flows south through the quadrangle, turning sharply east near the southern limits, into Chesapeake Bay. Where the smaller streams become intermittent, their gradual rise forms rolling ridge lines, and here a number of isolated contours are found.

2. Completeness of Field Inspection. A small section in the ~~very~~ northwest corner was not covered by compilation or by single lens photographs. Field inspection for this portion was completed on nine-lens photograph No. 1303, on a scale of 1:10,000. Additional field inspection on this photograph has been inked in blue.

3. Interpretation of the Photographs. Approximately eighty per cent of the field work was accomplished on 1:20,000 scale single lens photographs, furnished by the army authorities at Aberdeen Proving Ground. These small photographs, nine inches square, were found to be clear, with a small amount of distortion and a good percentage of overlap. From the 84 photographs furnished, 20 were selected for use in completing the field work. These had enough overlap to provide a good junction for the contours.

A 1:10,000 scale nine-lens photograph was used to complete the planimetry on the northwest section (see paragraph 2).

4. Horizontal Control. See descriptive report, original planimetric maps.

5. Vertical Control. Supplemental level lines were run between U. S. C. & G. S., U. S. Engineer Corps, Baltimore and Ohio

Railroad, and Pennsylvania Railroad bench marks, by C. C. Fryer,
Junior Topographic Engineer.

6. Contours and Drainage. Contouring was accomplished within the Aberdeen Proving Ground, and north to the Baltimore and Ohio Railroad, on single lens photographs 16-105-7, 16-105-9, 16-105-11, 16-105-13, 16-105-42, 16-105-44, 16-105-46, 16-105-47. These photographs also cover portions of quadrangles 8283 and 8288 south and east to Chesapeake Bay.

The compilation was used only north of the Baltimore and Ohio Railroad. Many of the identifiable points on the compilation within the Proving Ground were deleted. New construction for military installations was not incorporated in the compilation, and would of necessity have required planetable traverses of unusual length, with resulting margin of error and additional time expended.

Because of the heavy firing program maintained within the Proving Ground, a section was inaccessible to level and contour parties. This area has been blocked off on the quadrangle. A few profiles of old roads traversing this area are in the hands of the engineers attached to the Proving Ground. All elevations within this area which were available are shown on photographs 16-105-46, 16-105-54, 16-105-56, and 16-105-58, in purple ink. It is believed that they are correct to the nearest foot. The contouring of the area was accomplished by the use of a stereoscope, such elevations as were available, and the original Geological Survey quadrangle covering the area. This work is shown on photographs 16-105-53, 16-105-55, and 16-105-57, in broken purple lines. It is recommended that whenever possible, this area be completed by field methods. However, all available information and data were used in completing the contours.

In accordance with the instructions issued for this project, the contours insofar as possible were shown as they actually exist. However, it is easy to recognize where construction of a military nature has changed the contour, and these portions may be joined to obliterate the man-made changes.

The area in the northwest corner of the quadrangle contoured on the compilation is a heavily wooded section with a sharp rise in elevation, ranging from 7 to 20 feet in the intermittent streams flowing under the Baltimore and Ohio Railroad, to the 260-foot contour in the very northwest corner. Because of the difficulty in spotting elevations within the wooded areas, a number of planetable and hand traverses were run. All closed within the desired limits of accuracy.

7. Mean High-Water Line. See descriptive report, original planimetric maps.

8. Low-Water Line. See descriptive report, original planimetric maps.

9. Wharves and Shoreline Structures. A few small piers were deleted from the original compilation. All other shoreline details falling within Aberdeen Proving Ground were disregarded.

10. Details Offshore from the High-Water Line. No new details were observed by the field party.

11. Landmarks and Aids to Navigation. None falling within the Aberdeen Proving Ground were shown, as per instructions. None were observed outside the limits of the reservation.

12. Hydrographic Control. See descriptive report, original planimetric maps.

13. Landing Fields and Aeronautical Aids. Two airfields are within the Aberdeen Proving Ground, and are omitted, as was all field inspection within the area, according to instructions.
Instruction revised to show all details

14. Road Classification. The roads outside the Aberdeen Proving Ground boundaries were all classified in the field edit. Outside of the Federal Aid and State highways mentioned in the item under paragraph 46, all roads were gravel or earthen and shown on the compilation with their proper classification.

15. Bridges. Bridges were classified according to instructions by C. C. Fryer, Junior Topographic Engineer. They are shown on tracing paper prints.

16. Buildings and Structures. All buildings and structures, including churches and a few public buildings, are shown in the field edit.

17. Boundary Monuments and Lines. The Aberdeen Proving Ground Reservation boundary is shown on the compilation from a lithographed print furnished by the army authorities, who certified as to its accuracy. The political subdivisions were secured by C. C. Fryer, Junior Topographic Engineer, and are shown on tracing paper and chart paper prints.

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

19. Contouring by field methods was accomplished on single lens photographs Nos. 16-105-7, 16-105-9, 16-105-11, 16-105-13, 16-105-42, 16-105-44, 16-105-46, 16-105-47. Portions of photographs 16-105-48 and 16-105-47 are within the limits of quadrangle T-8288,

and should be held for that quadrangle. Field inspection for the northwest corner is shown on nine lens, 1:10,000 scale photograph No. 1303. Contouring accomplished with the aid of a stereoscope and previous Geological Survey work is shown on photographs 16-105-53, 16-105-55, and 16-105-57. A part of that shown on photograph 16-105-53 falls within the limits of quadrangle T-8288. Elevations obtained from old road profiles furnished by the army are shown in purple on photographs 16-105-54, 16-105-56, and 16-105-58.

Levels are shown on photographs 16-105-7, 16-105-10, 16-105-13, 16-105-38, 16-105-40, 16-105-42, 16-105-44, 16-105-46, and 16-105-61. A portion of the levels shown on photograph 16-105-46 fall within the limits of quadrangle T-8288, and a portion of the levels shown on photograph 16-105-61 fall within the limits of quadrangle T-8283. It is possible that all of the elevations have not been transferred to the photographs on which the contours are shown. These photographs showing levels should be used for additional elevations desired.

20. This party has placed particular emphasis on the junctions of the numerous photographs used. However, within the proving ground, the field party was often unable to work in contiguous areas, and a great deal of "jumping around" was necessary in order to accomplish the contouring that has been done. For this reason, and because of the number of photographs necessary to cover the area, it is possible that there might be a few minor errors. It is suggested that if errors are found which need field attention, they be brought to attention as soon as possible, in order that they can be rectified while the party is still in the vicinity.

46. Methods. The field edit of the quadrangle outside the Aberdeen Proving Ground is complete with the identification of all features such as roads, buildings, etc. The scattered farms, with their distinctive outbuildings, have been noted. In accordance with instructions, no field inspection or field edit was done within Aberdeen Proving Ground.

The villages of Perryman and Stepney are within the quadrangle, and Belcamp, a privately owned development, lies in the southwest corner.

The field edit was accomplished on single lens photographs, and transferred to the compilation.

A nine lens 1:10,000 scale photograph was used for the field edit of a small area in the very northwest corner of the quadrangle, and found to be timesaving over the use of a planetable survey method. This is shown in blue on photograph No. 1303.

47. Adequacy of the Compilation. The lithographed print for quadrangle 8287 furnished this party was not adequate for contouring the area within the Aberdeen Proving Ground with such speed and accuracy as was desired. This party contacted the authorities of the Proving Ground and found that new photographs had been taken of the area. This information was furnished the Washington Office, and photographs were obtained. However, we were instructed that the area within the Proving Ground was to be contoured, but no field inspection or field edit was to be done.

The compilation beyond the limits of the Proving Ground was found to be adequate except for the known deficiencies, such as road, bridge, woods classification, and political boundaries. However, there have been numerous changes and additions since the date of the original compilation. A very small portion in the northwest corner was not compiled. The main road traversing this area was run in by planetable and it is felt that detail can be taken from the 1:10,000 scale photograph, using this road to aid in the orientation and adjustment of the photographs.

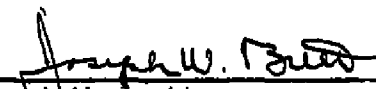
48. Accuracy Tests. For horizontal accuracy test, refer to quadrangles 8289 and 8290.

A vertical accuracy test was run on this quadrangle between latitudes $39^{\circ} 28'$ - $39^{\circ} 29'$, and longitudes $76^{\circ} 14.5'$ - $76^{\circ} 15'$ on October 5, 1943, by Charles Hanavich, Principal Photogrammetric Aid. The method used for this vertical accuracy test was a planetable traverse which was run along the highway with side shots taken to detail within roadable distances. Essential and controlling elevations were determined and located on the compilation to the nearest foot. The accuracy of the contours was found to be within the requirements of the instructions.

The elevations ascertained in the field by the vertical accuracy test party are denoted in yellow ink on the compilation.

Submitted by:

Approved:


 Joseph W. Brett, Engr. Aid
 October 30, 1943


 Ray L. Schopps, Chief of Party

Department of Commerce

28-RCC
1990

U. S. Coast and Geodetic Survey

Washington

May 22nd, 1943

RESTRICTED

To: Commander Ray L. Schoppe
 U.S. Coast and Geodetic Survey
 1101 East Broadway
 Tampa, Florida

From: The Director
 U.S. Coast and Geodetic Survey

Subject: SUPPLEMENTAL INSTRUCTIONS - Project CS-288A

In accordance with instructions received from the Office of the Chief of Engineers, no military installations or other information of a military character shall be shown within the limits of the Aberdeen Proving Grounds, part of which falls within the project principally on quadrangles T-8287 and -8288.

The area within the Aberdeen Proving Grounds shall be contoured as are other areas, but it shall be shown on the published maps as unimproved land. No buildings, railroads, or highways which are a part of the reservation are to be shown. Where a highway or other construction has altered the relief from its natural shapes, the contours are to be drawn, in so far as practicable, to disregard man-made changes.

(Sgd.) J. H. Hawley
 Acting Director

later instructions called for complete details 1943

War Mapping Field Party #2
P. O. Box 281
Easton, Maryland

C
O
P
Y

August 28, 1943

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

From: Lieut. Comdr. L. V. Swanson

The contour party now working in Aberdeen Proving Ground cannot enter certain areas, because of twenty-four hour schedules on various firing tests.

It is therefore requested that this party be furnished a photostat on a scale of 1:20,000 of the enclosed portion of Betterton fifteen minute quadrangle.

Respectfully,

/sgd./ L. V. SWANSON
Lieut. Comdr.

28-RCC
1990

Department of Commerce
U. S. Coast and Geodetic Survey
Washington 25

C
O
P
Y

August 31, 1943

To: Lieut. Comdr. L. W. Swanson
U. S. Coast and Geodetic Survey
P. O. Box 281
Easton, Maryland

From: The Director
U. S. Coast and Geodetic Survey

Subject: Betterton 15-minute quadrangle

This is to acknowledge your letter of August 28 requesting an enlargement to a scale of 1:20,000 of a portion of the Betterton 15-minute quadrangle within the limits of the Aberdeen Proving Grounds.

Before you are furnished with the enlargement requested, additional information is needed. Do you mean to state that it is going to be impossible for your party to contour by planetable the area involved? Is it your intention to transfer without field edit the contours from the old U. S. Geological Survey Betterton 15-minute quadrangle?

If the assumption in the last sentence is correct, the Office of the Chief of Engineers will be requested to make a decision as to how this matter shall be handled. The maps are for the War Department and it is a War Department activity which is preventing the necessary field work.

/sgd./ J. H. HAWLEY
Acting Director

War Mapping Field Party #2
P. O. Box 281
Easton, Maryland

September 9
1944

C
O
P
Y

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

From: Lieut. Comdr. L. W. Swanson

Subject: Betterton 15-minute quadrangle

Reference: 28-RCC 1990 dated August 31, 1943

Following receipt by this party of the above letter, Mr. Brett, chief of the sub-party contouring Aberdeen Proving Grounds and vicinity was again contacted. The approximate area into which he has been unable to gain access is enclosed. You will note that the area extends for a little over a mile within quadrangle T-8286. This area is approximate, and may vary several hundred meters one way or another.

The heavy firing schedule -- seventy-five programs per day seven days per week -- has prevented this subparty from gaining entrance to this area. Authorities at Aberdeen Proving Grounds have been most cooperative and helpful, but as one stated, he did not know which has priority, the firing or the surveying.

At the time of your letter no final definite action had been decided upon. However, we had been furnished some additional elevations within the area by Mr. Budnick, area project engineer; and with all available elevation, the use of stereoscope on new single lens photographs, and the previous survey by the United States Geological Survey, we were going to attempt to complete the twenty-foot contour of the area and submit it to you for such action as you deemed desirable.

We will await further action from you.

/sgd./ L. W. SWANSON
Lieut. Comdr.

28-RCC
1990

Department of Commerce
U. S. Coast and Geodetic Survey

C
O
P
Y

Washington 25

September 16, 1943

To: Lieut. Comdr. L. W. Swanson
U. S. Coast and Geodetic Survey
P. O. Box 281
Easton, Maryland

From: The Director
U. S. Coast and Geodetic Survey

Subject: Contours in Aberdeen Proving Grounds.

This is with reference to your letter of September 9, 1943, relative to contouring in the restricted area of the Aberdeen Proving Grounds.

The Office of the Chief of Engineers has been consulted informally about this area and approves, in general, your plan for contouring therein.

There is being forwarded under separate cover a section of the U. S. Geological Survey Betterton 15-minute quadrangle enlarged to a scale of 1:20,000.

The descriptive report for this quadrangle should explain in detail the difficulties encountered and how the work was done, and describe the area. Within the area contoured in this manner the contours on the printed quadrangles will be shown as broken lines and the map shall carry a note explaining briefly that the contours were not done by ground methods and cannot be considered to be of standard accuracy.

/sgd./ J. H. HAWLEY
Acting Director

Instructions 288

826 *MB*

KTB

XHB

826-ROR

October 16, 1943

To: Commander Frederic L. Peacock
U. S. Coast and Geodetic Survey
601-611 Gersuch Avenue
Baltimore 18, Maryland

From: The Director
U. S. Coast and Geodetic Survey

Subject: Compilation of Quadrangles T-8257 and
T-8258, Project 288A

The chronological order of surveys and photography available for these quadrangles is as follows:

1. Planimetric maps T-5675 to T-5678 compiled from nine-lens photographs taken in 1937 were complete planimetric maps showing all cultural details within the Aberdeen Proving Grounds. These original maps are confidential.
2. Most of the cultural details within the military reservation were deleted from the published copies of the above maps.
3. When the instructions were written for the war mapping work in this area it was understood that all confidential details were to be omitted from these quadrangles. Therefore, the planimetric base sheets prepared for the field survey for quadrangles T-8257 and T-8258 were assembled from the nonconfidential planimetric maps noted under 2 above.
4. Subsequent to the beginning of field work in this section of project 288, the entire area of these quadrangles, with the exception of the northwest corner of T-8257, was photographed by the Army

October 16, 1943

with a single lens camera at scale 1:20,000. Prints of these photographs were furnished to War Mapping Party No. 2 and a second set of the photographs is being forwarded to your office.

5. Recently the Army Engineers compiled planimetric maps of the military reservation from the new photographs. Copies of these maps were furnished to the field party.
6. The field work on quadrangles T-8267 and T-8268 has been accomplished on the assembled quadrangle sheets and on the single lens photographs referred to under 3 and 4 above. Little use has been made of the planimetric maps referred to under 5 above. The field work has included the recovery of a certain number of horizontal control stations on the single lens photographs.

This office has recently received instructions to show all cultural details within the military reservation on quadrangles T-8267 and T-8268. You will please proceed with the compilation of these quadrangles as outlined in subsequent paragraphs of this letter. Following compilation of the manuscripts a field edit survey will be made of both quadrangles.

New base sheets for these quadrangles are being assembled from the confidential copies of the original planimetric maps T-5675 to T-5678. Red line prints on celluloid will be furnished to you and these will be used as a base on which to compile details from the data listed in items 4 to 6 above.

Since the planimetric maps were compiled to the usual standard of accuracy and have been reduced to one half the original scale, all well-defined details such as landmarks, road intersections, etc., which show on the base sheets to be furnished you, and which are recoverable on the single lens photographs, are considered of sufficient accuracy to control the compilation of details from these photographs. Therefore, it will not be necessary to run a new radial plot of the entire area with the single lens photographs. Radial plots may be necessary to control the detailing in areas where there have been large changes.

Comdr. Peacock

-3-

October 16, 1943

It is understood that the planimetric maps of the Army Engineers were compiled by means of a slotted templet plot of the single lens photographs. This office has no information as to the accuracy of the radial plot or to the care with which detailing was accomplished. Map details may be transferred from the Army planimetric maps to your base sheets provided sufficient resections are obtained from the photographs to insure the required accuracy. However, it is assumed that it will be easier to compile most of the details directly from the single lens photographs.

(Signed) J. H. HAWLEY

Director

26 CONTROL:

The Compilation Office was furnished a red line print on celluloid, scale 1:20,000, of a reproduction of the original planimetric maps No. T-5675 to T-5678 Inc., covering most of the area of the Map Manuscript for Survey No. T-8287. A small area in the northwest corner of this Map Manuscript was not covered by these planimetric maps.

Recovery notes for the horizontal control stations shown on this Map Manuscript were not furnished the Compilation Office for the revision of the reproduced original planimetric maps. See list of Horiz. Control positions in Report T-8288 requested by Army to be plotted. D.H.B. 12/20/43

27 RADIAL PLOT:

In a letter from the Director dated October 16, 1943, the Compilation Office was informed that the original planimetric maps were compiled to the usual standard of accuracy. All well-defined details, which show on the red line print on celluloid and which appear on the single lens photographs, are considered of sufficient accuracy to control the compilation of details from these photographs. It was therefore unnecessary to run a radial plot of the area covered by this Map Manuscript.

28 DETAILING:

9" x 9" U. S. Army single lens photographs were used to revise most of the detail of this Map Manuscript. A small area in the northwest corner of this Map Manuscript was not covered by the U. S. Army single lens photographs. The detailing in this area was accomplished by using two U. S. Coast & Geodetic Survey nine lens unmounted field photographs, scale 1:10,000. The reduction of these photographs to a scale of 1:20,000 was made by using the vertical projector.

The Field Party furnished two red line prints of the original reproduced planimetric maps. One, on chart paper, showed contouring and Field Inspection data in the northwest corner of this Map Manuscript. The other on tracing paper, showed political sub-divisions, bridge classifications and bench marks in the same area. The data on both these prints were transferred directly to the Map Manuscript.

Much of the Field Inspection and contouring furnished the Compilation Office by the Field Inspection Party was shown on the 9" x 9" U. S. Army single lens photographs, scale 1:20,000. Field Inspection for a small area in the northwest corner of this Map Manuscript was furnished on a U. S. Coast & Geodetic Survey nine lens field photograph No. 1303. No Field Inspection was furnished for the area inside the Aberdeen Proving Ground. (See Paragraph 46 of the Field Inspection Report.)

28 DETAILING: (cont'd)

A large area of the Aberdeen Proving Ground was contoured by the Field Party by other than field methods. The contours in this area have been transferred to the Map Manuscript and the area has been outlined on the Discrepancy Overlay and appropriately labeled.

New roads, railroads, buildings and other cultural and physical details have been added and details no longer in existence have been deleted.

All additions detailed from the photographs on this Map Manuscript were accomplished by orienting each photograph under the red line print on celluloid, using points of common detail for this purpose.

All corrections, additions and deletions of detail have been confined to the limits of this $7\frac{1}{2}$ minute quadrangle.

29 SUPPLEMENTAL DATA:

The following previous topographic surveys, by the U. S. Coast & Geodetic Survey, have been made, covering portions of this Map Manuscript:

Survey No.	Date	Scale
T-188	1845	1:10,000
T-190	1845 - 46	1:20,000
T-197	1846	1:20,000
T-212	1845	1:20,000
T-213	1846 - 47	1:20,000
T-2377	1898 - 99	1:20,000
T-2382	1899	1:20,000

Of these Surveys, only T-2377 was available to the Compilation Office.

In addition, two paper prints, scale of 1:114,400, of the U. S. Army Engineers planimetric compilation of the Aberdeen Project, were furnished the Compilation Office. These prints were used to verify the existence of any doubtful details interpreted from the single lens photographs.

30 HIGH-WATER LINE:

The stage of tide of the single lens photographs furnished the Compilation Office was computed and found to be at or near mean high-water. In several places it was found necessary to make minor changes in the mean high-water line, which was shown on the reproduction of the original planimetric maps. These changes were made without the aid of Field Inspection data.

31 LOW-WATER AND SHOAL LINES:

Only a few small shoal or mud lines, visible in the small marsh lined inlets, were detailed. No other low-water or shoal lines were visible on the photographs or furnished with the Field Inspection data.

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

No additional details other than those shown on the original compilation were visible on the photographs or indicated by the Field Inspection data.

33 WHARVES AND SHORELINE STRUCTURES:

A few piers in the vicinity of the Bush River Railroad Station were deleted from the red line print on celluloid of the original planimetric maps, since these were not visible on the single lens photographs. Several small piers in the same area which were visible on the single lens photographs were added.

34 LANDMARKS AND AIDS TO NAVIGATION:

There has been no new data concerning additional landmarks or aids to navigation furnished to the Compilation Office. It is assumed that forms 524 and 567 have been submitted for those aids and landmarks shown on the original compilation.

35 HYDROGRAPHIC CONTROL:

No new hydrographic signal sites were furnished by the Field Inspection Party. Those hydrographic stations that were established during the original planimetric compilations were not deleted from this Map Manuscript.

36 LANDING FIELDS AND AERONAUTICAL AIDS:

One landing field, within the limits of the Aberdeen Proving Grounds, has been shown on this Map Manuscript. Because of lack of Field Inspection data in the area of the Aberdeen Proving Ground, no information except that visible on the photographs of the area is available to the Compilation Office.

No aeronautical aids were found within the limits of the Map Manuscript, and none were furnished by the Field Inspection Party.

37 DISCREPANCY OVERLAY:

A Discrepancy Overlay has been prepared during the compilation of this Map Manuscript. On it are notes calling attention to doubtful interpretations of the photographs and discrepancies that were encountered during the process of detailing. Also noted, are the names or numbers of bench marks for the use of the Baltimore Compilation Office.

38 GEOGRAPHIC NAMES:

See item 18 of the Field Inspection Report.

39 HORIZONTAL ACCURACY:

In the instructions for Project CS-288-A, dated October 16, 1943, it is stated that the reproduced Map Manuscript, from the original planimetric maps, will meet the horizontal accuracy requirements established for War Mapping Projects.

40 RECOMMENDATION FOR FUTURE SURVEYS:

As per instructions for Project CS-288-A, dated October 16, 1943, the area comprising the boundaries of the Aberdeen Proving Ground has not been Field Inspected.

It is believed that a final and complete Field Edit of this area should be made.

41 JUNCTIONS:

The following satisfactory junctions have been completed with this Map Manuscript.

To the east with Map Manuscript for Survey No. T-8288.
To the south with Map Manuscript for Survey No. T-8283.

The Field Inspection Party furnished the Compilation Office with two photostat copies of the recent U. S. Geological Survey of the Havre deGrace quadrangle, enlarged from a scale of 1:62,500 to a scale of 1:20,000. Comparison of the junction of this Map Manuscript and the above U. S. Geological Survey Quadrangle, showed all detail to be in agreement except for the following:

1. The drainage flowing south between Longitude $76^{\circ} 13'$ and $76^{\circ} 14'$ was not in agreement by approximately 30 meters.
2. The drainage flowing south between Longitude $76^{\circ} 12'$ and $76^{\circ} 13'$ was not in agreement by approximately 20 meters.

41 JUNCTIONS: (cont'd)

3. Chapel Road failed to ^{join} junction by approximately 20 meters.
4. The shoreline of Swan Creek does not ^{join} junction, which apparently is caused by a difference of interpretation of the location of the high-water line between this Compilation Office and that of the U. S. Geological Survey.
5. Contours along the entire junction are in very poor agreement.

To the west, the U. S. Geological Survey of the Gunpowder, Md. Quadrangle, edition 1901, scale of 1:62,500, was available to the Compilation Office. Due to the scale difference, only a general comparison was made. This comparison showed planimetric detail and contours along the junction to be in generally poor agreement.

42 REMARKS:

An adequate description of the area of this Map Manuscript has been made in the Field Inspection Report.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Comparison was made with the U. S. Geological Survey, Betterton Quadrangle, scale of 1:62,500, edition of 1900, reprinted in 1931. Only a visual comparison was made and common details appeared to be in good agreement.

45 COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with U. S. Coast & Geodetic Survey Chart No. 77, scale of 1:200,000, dated March 3, 1938. Due to the great scale difference, only a general comparison could be made. It was found that all marsh areas shown on this Map Manuscript, were omitted on Chart No. 77.

Comparison was made with U. S. Coast & Geodetic Survey Chart No. 572, scale of 1:40,000 dated May 6, 1941, and found to be in good agreement.

Comparison was made with U. S. Coast & Geodetic Survey Chart No. 1226, scale of 1:80,000, dated September 8, 1939. It was found that, although all of the marsh areas were omitted from the chart, all other shoreline was in good agreement.

Respectfully submitted:
November 18, 1943

Albert C. Rauck, Jr.
Albert C. Rauck, Jr.
Sr. Photo. Aid

Map Manuscript, Discrepancy
Overlay and Descriptive Re-
port Reviewed by:

Henry P. Eichert
Henry P. Eichert
Jr. Photo. Engineer

Compilation of Map Manuscript
Supervised by:

Joseph Steinberg
Joseph Steinberg
Asst. Photo. Engineer

and

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

Approved & Forwarded:
November 20, 1943

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

FIELD EDIT REPORT
Quadrangle T-8261
Project CS 288 A
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: Photographs were not used by this party.
4. HORIZONTAL CONTROL: See compilation report, item 26.
5. VERTICAL CONTROL: Bench marks, previously located by the field inspection party and on the original planimetric maps, have not been checked on the field edit sheets. This office has no information as to the location and elevations of these marks. Photographs showing level elevations are also un-available and should also be checked in the Washington office. *Elevation on photographs were checked with manuscript during work.*
6. CONTOURS AND DRAINAGE: The contours within the firing ranges of Aberdeen Proving Grounds have been located by other than field methods and cannot be considered within the standards of accuracy required.
Further effort was made by this party to gain access into the firing and bombing ranges in order that a series of hand level profiles could be made across the existing contours. Unfortunately the time allotted between firing programs proved to be insufficient, hence the checks could not be made.
7. MEAN HIGH WATER LINE: The mean high water line was not checked, however the field edit party was on the alert for obvious discrepancies. None were found.
8. LOW WATER LINE: See compilation report, item 51.
9. WHARVES & SHORELINE STRUCTURES: Other than one wharf there were no shoreline structures to be located within the Proving Grounds. One large, temporary pontoon ~~bridge~~ was marked for deletion.
10. DETAILS OFFSHORE FROM MEAN HIGH WATER LINE: Two wrecks and several large groups of rocks shown on charts 1226 and 572 (quadrangle 8268) were investigated from shore by the field edit party. Ice throughout the area prevented any accurate investigation of rocks south of Bear Point, however at the north end of Spesutie Island better conditions were encountered, whereas one rock group was located. Other groups of rocks not located may not show above mean low water. A better survey of the area could be made by a hydrographic party.
It is believed the two wrecks have been partially destroyed by weathering and are not visible above mean low water.
11. LANDMARKS AND AIDS TO NAVIGATION: See field inspection report, item 11, and compilation report, item 53.

12. **HYDROGRAPHIC CONTROL:** This item not applicable to this party.
13. **LANDING FIELDS AND AERONAUTICAL AIDS:** Two landing fields, one abandoned, falls within the limits of Aberdeen Proving Grounds. The runways of the abandoned airfield have been removed, hence they have been marked for deletion. The abandoned airfield falls on Quad T-8288.
14. **ROAD CLASSIFICATION:** All roads have been classified and shown in accordance with instructions from the Army War College, dated, January 12, 1942. Several new roads within the Proving Grounds have been located by planetable or sextant fixes.
In the vicinity of 39 28 Long 75 06, (Aberdeen Proving Grounds) a road test area is shown. These roads are all class 3, wide sanded roads. Though under considerable use the routes of these roads are temporary and subject to change.
15. **BRIDGES:** Bridge classifications were made in accordance with instructions from the War Dept., dated July 23, 1942, and have been shown in key on the sheet by G.C. Fryer, Jr. Topo. Engr. Four other bridges, three in restricted areas, have been investigated and classified by this party.
16. **BUILDINGS:** With exception of the Proving Ground, all farm buildings except dwellings have been classified as barns (b). This includes all substantial sheds, chicken houses, garages, and et cetera.
Within the Aberdeen Proving Grounds only such buildings as hospitals and churches have been classified. Excepting barracks and officers homes there are no occupied dwellings within the Proving Grounds.
17. **BOUNDARY MONUMENTS & LINES:** See item 17, field inspection report.
18. **GEOGRAPHIC NAMES:** This item is a subject of a separate report.
19. Discrepancies and questions noted on the discrepancy overlays have been inspected in the field. Suitable notes have been made on the compilation and under the proper items in this report.
20. **RAILROADS, POWER LINES:** Railroad spurs and yards were inspected and all new tracks located. Where necessary sketches have been made on the compilation.
One major power line extends across the sheet, east to west, and was ended near the railroad at the westerly edge of quadrangle 8288. Although this power line extends beyond this point, it was not shown because of its location along the railroad and into congested areas where a confusion of detail exists.
21. **REMARKS:** The field edit on this sheet is felt to be complete and adequate, however new construction of buildings and railroad spurs is being made over much of the Proving Ground. Although most of the railroad spurs have been located several more will be constructed during the coming year.
In compliance with a letter from the Director, Dec. 22, 1942, no field edit was carried out for that section of the quadrangle T-8288, east of Chesapeake Bay.
As no descriptive report was received for T-8288, this report was written to include both quadrangles.

46. METHODS: This quadrangle was field edited on the chart paper print and later transferred to the cloth-backed sheet. Discrepancies not covered by suitable symbols were noted on the compilation by an sentence and arrow to the point in question. All symbols used are standard topographic symbols except that a green X was used to show deletions and tick marks were used to show limits of deletion and points of change in road classifications.

In restricted areas of the Proving Grounds, woods, roads, and trails were classified by contacting area engineers and by the used various maps of the Proving Grounds. It is believed the classifications are accurate and complete for this area.

The color scheme used;

Deletions ----- Green
Additions, classifications, notes, names----- Black
Water Culture -----Blue

47. ADEQUACY OF COMPILATION: Except for known deficiencies, such as classifications, and unknown deficiencies, such as new roads and structures, the compilation of this sheet was complete and adequate.

48. ACCURACY TESTS: 1. Horizontal; See compilation report, item 35.
2. Vertical; See field inspection report, item 48.

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

Approved By:
Ray L. Schopp
Ray L. Schopp
Chief of Party

Remarks

1
Decisions

1		
2		USGB
3		County Map
4		"
5		Railway Guide
6		"
7		Road Maps
8		"
9		
10		
11		393761 USGB
12		"
13		"
14		"
15		"
16		"
17		393762
18		"
19		"
20		"
21		"
22		"
23		"
24		394761 USGB
25		"
26		"
27	According to other recent surveys, this place no longer exists, area being part of reservation.	"

GEOGRAPHIC NAMES

Survey No. T-8287

PERRYMAN quadrangle

1 Name on Survey

	A	B	C	D	E	F	G	H	K	
	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
✓ Harford County			✓							1
✓ Chesapeake Bay			✓							2
No. 2 Halle Crossroads			✓							3
✓ No. 1 Abingdon			✓							4
✓ Pennsylvania R.R.			✓							5
✓ Baltimore & Ohio R.R.			✓							6
✓ U.S. No. 40			✓							7
✓ Md. No. 7, 159			✓							8
✓ Aberdeen Proving Ground			✓							9
										10
✓ Romney Creek			✓							11
✓ Little Romney Creek			✓							12
✓ Elmtree Point			✓							13
✓ Locust Point			✓							14
✓ Taylor Island			✓							15
✓ Taylor Island Point			✓							16
✓ Bush River (stream)			✓							17
✓ Redmon Cove			✓							18
✓ Bridge Creek			✓							19
✓ Back Creek			✓							20
✓ Penny Come Quick Area			✓							21
✓ Briar Point			✓							22
✓ Monocacy Island			✓							23
✓ Stony Point			✓							24
✓ Old Womens Cut			✓							25
✓ Delph Creek			✓							26
✓ (Michaelsville) O.K. H.			✓							27

Remarks

	Remarks	Decisions
1		394761
2		"
3		"
4		"
5		" USCB
6		"
7		"
8		394762
9		"
10		"
11	According to other recent surveys, it no longer exists in area of Proving Ground	"
12	" " "	"
13		" USCB
14		"
15		"
16		"
17		"
18		"
19		"
20		"
21		"
22		"
23		"
24		"
25		"
26		"
27		"

GEOGRAPHIC NAMES

Survey No. T-8287

2	Name on Survey	Source											
		A	B	C	D	E	F	G	H	K			
✓	Mosquito Creek			✓									1
✓	Sam Creek			✓									2
✓	Cedar Point			✓									3
✓	High Point			✓									4
✓	Hootby Hill			✓									5
✓	Short Lane			✓									6
✓	Perryman			✓									7
✓	Perryman School			✓									8
✓	Cranberry Met. Church			✓									9
✓	Sod Run			✓									10
✓	(Chelsea)			x									11
✓	(Old Baltimore)			x									12
✓	Chilbury Point			✓									13
✓	Long Bridge Creek			✓									14
✓	Poverty Island Area			✓									15
✓	Gum Point			✓									16
✓	Bush River (settlement)			✓									17
✓	Church Point			✓									18
✓	Spesutia P.E. Church			✓									19
✓	Perryman School (Colored)			✓									20
✓	St. Pauls Lutheran Church			✓									21
✓	Cranberry Run			✓									22
✓	Stepney			✓									23
✓	Greys Run			✓									24
✓	Church Creek			✓									25
✓	Old Philadelphia Road			✓									26
✓	Cresswell Road			✓									27

Remarks

3
Decisions

	Remarks	3 Decisions
1		394762
2		"
3		"
4		"
5		"
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. T-8287

3. Name on Survey											
	A	B	C	D	E	F	G	H	K		
<u>Belcamp</u>			✓								1
<u>Belcamp Beach</u>			✓								2
<u>Bush Creek</u>			✓								3
<u>Bush Point</u>			✓								4
<u>Harford Furnace School</u>			✓								5
											6
											7
											8
											9
											10
											11
											12
											13
											14
											15
											16
											17
											18
											19
											20
											21
											22
											23
											24
											25
											26
											27

Names underlined in red approved
by L. Heck on 3/2/44

RECORDS

Between January, 1942 and July, 1944, this Bureau completed 323 quadrangles. These maps have been published, or are in the process of being published on scales of 1:31,680 or 1:25,000. This series of quadrangles includes a land area of approximately 15,000 square miles. Incident to this work, a considerable volume of survey records and data has accumulated which will be filed for future reference. This material is filed as follows:

Registered and Filed in the Vault

Cloth-mounted copy of the published quadrangle.
published quadrangle at 1:20,000 scale.
Black and white cloth-mounted copy of the map manuscript. This copy is filed to preserve original survey detail shown on the manuscript at 1:20,000 scale which may not have been shown on the published sheet. For ~~political boundaries, woodland, marsh, and swamp limits,~~ refer to the published quadrangle for the finally adopted ~~positions, outlines.~~

Descriptive Report.

Division.

Filed in the Photogrammetric Section ~~Surveys Branch~~

Field inspection photographs.

Contoured photographs (on which planetable contouring work was performed.)

Field edit sheet.

Descriptions of recoverable topographic stations (Form 524), filed in ~~Reviewing Unit~~ Section.

Supplementary traverse and level records.

Field notes, computations, lists of positions, and tabulations of results of horizontal and vertical accuracy tests.

Reproduction proof.

Correction sheet (copy of quadrangle showing in red changes to be made when next printed.)

Check lists of work performed on each sheet in the Washington Office during review, drafting, edit, and reproduction.

Original celluloid map.

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-8287

PERRYMAN 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

The nearest horizontal accuracy test was run in quadrangles T-8289 & T-8290.

A vertical accuracy test was run in this quadrangle and found to be satisfactory. See the files in the Division of Photogrammetry.

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.

See Descriptive Report T-5676 for comparison with previous topographic surveys.

Comparison with Nautical Charts Nos.

The manuscript has not been applied to the charts at the date of this review. The following comments are pertinent to the compilation and correction of nautical charts:

The details of T-8287 are complete and adequate for chart correction.

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

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

Reviewed Feb 7, 1944 By Lillian A. Lee
under direction of D. H. Benson (per D.M.)

Inspected by B. G. Jones

B.G. Jones 6/46

Examined and approved:

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

Chief, Topography Section

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

Raymond P. Egan
Chief, Div. of Coastal
Surveys

