

8508

D.C.No.1205(Insert)

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Air Photographic Topo.

Field No. CS-303-B Office No. T-8506

LOCALITY

State Maine

General locality Cumberland County

Locality Cumberland Center

1943-'44

CHIEF OF PARTY

F.L. Peacock

LIBRARY & ARCHIVES

DATE June 2, 1949

B-1870-1 (1)

8508

DATA RECORD

T-8506

Quadrangle (II): Cumberland Center
(7½ Minute)

Project No. (II):
CS-303-B

Field Office: Sanford, Maine

Chief of Party: F. L. Gallen

Compilation Office:
Baltimore, Maryland

Chief of Party: Fred. L. Peacock

Instructions dated (II III):
May 1, Aug. 31, November 27, and
Dec. 28, 1943

Division of
Copy filed in Descriptive
Report No. T-
Photogrammetry Office Files.

Completed survey received in office: 2 Apr. 1944

Reported to Nautical Chart Section:

Reviewed: 6/8/44 Applied to chart No. 3201 Date: Jan 1945

Redrafting Completed: 29 June 1944 201 Mar "
315 Apr "

Registered: 14 Dec. 1948 Published: June 1945

Compilation Scale: 1:20,000 Published Scale: 1:25,000

Scale Factor (III): None

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

Reference Station (III): ME. INDEPENDENCE, 1849, 1912, 1932

Lat.: 43° 45' 33.155" (1023.3m) Long.: 70° 19' 14.231" (318.3m) Adjusted
~~Horizontal~~

State Plane Coordinates (VI): Not available, 6/12/44

X =

Y =

Military Grid Zone (VI) Zone "A"

&
Special Harbor Defense Grid, Portsmouth-Portland
Area

PHOTOGRAPHS (III)

| <u>Number</u> | <u>Date</u> | <u>Time</u> | <u>Scale</u> | <u>Stage of Tide</u> |
|----------------------|-------------|-------------|--------------|---|
| 13690 to 13694, Inc. | 4/18/43 | 12:01 P.M. | 1:20,000 | There are no tidal waters within the limits of this Map Manuscript. |
| 13697 to 13700, Inc. | 4/18/43 | 12:18 P.M. | 1:20,000 | |
| 13701 | 4/18/43 | 12:24 P.M. | 1:20,000 | |
| 13718 to 13719, Inc. | 4/18/43 | 12:40 P.M. | 1:20,000 | |
| 13720 to 13723, Inc. | 4/18/43 | 12:46 P.M. | 1:20,000 | |

Tide from (III): None

Mean Range: None

Spring Range: None

Camera: (Kind or source) U. S. Coast & Geodetic Survey Nine Lens
Camera (Focal Length 8 1/2")

Field Inspection by: Orvis N. Dalbey, Morris W. Burr date: Oct. 1943

Field Edit by: ~~Orvis N. Dalbey~~ *H. R. Cravat AND L. G. Chambers* date: ~~Fall, 1943~~ *Nov-May 1944*

Date of Mean High-Water Line Location (III): None

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

" " " checked by: Washington Office date: Unknown

Control plotted by: Washington Office date: Unknown

Control checked by: Washington Office date: Unknown

Radial Plot by: Joseph Steinberg & J. Edward Deal, Jr. date: 1/5/44 to 1/10/44

Detailed by: Donald M. Brant date: 2/21/44 to 4/19/44

Reviewed in compilation office by: Henry P. Eichert date: 4/12/44 to 4/19/44

Elevations on Field Edit Sheet checked by: date:

STATISTICS (III)

Land Area (Sq Statute Miles): 55

Shoreline (More than 200 meters to opposite shore): None

Shoreline (Less than 200 meters to opposite shore): None

Shoreline (Interior Ponds and Lakes): 13 statute miles.

Number of Recoverable Topographic Stations established: None

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles:

Roman numerals indicate whether the item is to be entered by, (II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname and initials (not initials only).

Remarks:

OUTLINE OF STEPS IN THE COMPILATION OF
T-8506

1. A compilation of this quadrangle at a scale of 1/20000 was made in the Washington Office from Geological Survey data. The Geological Survey data consisted of a planimetric base compiled by multiplex projector methods; contouring was done by plane table at a scale of 1/48,000 on the multiplex base.
2. Horizontal and vertical accuracy tests were made on this compilation. One long traverse (M-1 to M-23 inclusive, running the whole N-S range of the map area) was run for the horizontal test and four short planetable traverses were run for vertical tests. The tests showed that the sheet as compiled from Geological Survey material would not meet the requirements for horizontal accuracy.
3. ^{was omitted and all planimetry} The planimetry, including drainage, was re-compiled by the Baltimore Office, using radial line plotting methods with 1/20000 scale nine-lens photographs. The traverse run for the horizontal accuracy test noted in (2) above was used for control of the radial plot.
4. The Geological Survey contours were transferred to the new compilation by holding to the ~~revised~~ planimetry as compiled by the Coast & Geodetic Survey. Where possible, the Geological Survey contours were adjusted to fit the drainage as compiled by the Baltimore Office. However, due to rather extensive discrepancies, the Geological Survey contours could not be adjusted satisfactorily by the Baltimore Office throughout the quadrangle. Areas not satisfactorily adjusted by the compilation office were indicated on a discrepancy overlay.
5. The compilation (planimetry by Coast & Geodetic Survey with Geological Survey contours) was returned to the field for the final Field Edit. During the field edit those questionable areas marked on the discrepancy overlay were recontoured by planetable methods.
6. The quadrangle was then reviewed in the Washington Office. During the review, the corrections to contours as made by the field edit were applied to the map manuscript. Any further corrections which were apparent to the reviewer from study of the compilation and stereoscopic examination of the photographs were also made. The vertical accuracy tests mentioned under (2) were applied at this time also. These tests had indicated that the contours were within the required limits of accuracy; however, small corrections were indicated by the test elevations, and the contours affected were re-shaped.

L. V. Evans,
8 June, 1944

Both a 1:20,000 scale composite from the previous G.S. surveys and new 9-lens photographs were used. The field party verified the detail on the compilation, picked control on the photos and noted new detail on the photos to be used in revising and correcting the G.S. work

FIELD EDIT REPORT
QUADRANGLE T-8506
Project GS-303-B
F. L. Callen, Chief of Party

KTA

2. COMPLETENESS OF FIELD EDIT:

It is believed that the field edit is complete. All roads to be shown have been classified. Roads classed as 4U are shown by a dashed red line, thus - - - -. All buildings to be shown on the compilation have been circled and labeled except houses or dwellings which were circled only. The wooded areas have been classified according to instructions.

6. DRAINAGE:

The drainage was put in by use of the stereoscope and checked in the field.

15. BRIDGES:

Bridges and culverts were classified according to the latest instructions.

16. BUILDINGS:

Buildings along the east side of Highland Lake were totally obscured on the photograph. They were checked on the compilation. Notations were made on the photo and compilation.

17. BOUNDARY MONUMENTS AND LINES:

A number of town line monuments were located and picked on the photographs to check accuracy of the compilation.

18. GEOGRAPHIC NAMES:

Geographic names are the subject of a special report on this project by A. J. Wraight.

46. METHODS:

The field edit was done on U S C & G S nine-lens photographs by visual inspection in the field. Inking was done in the office. All items and features are shown in red except drainage features which are shown in blue.

47. ACCURACY OF COMPILATION:

A number of the roads in this quadrangle were shown as being too straight. Numerous small curves were omitted entirely. All of the drainage was too generalized and no intermittent drainage was shown.

48. ACCUACY TESTS:

The accuracy tests for this area are the subject of a special report on this quadrangle.

Approved and forwarded by:

F. L. Gallen

F. L. Gallen
Chief of Party

Submitted by:

Orvis N. Dalbey

Orvis N. Dalbey
Sr. Photo. Aid

BRIDGE AND TUNNEL CLASSIFICATION

| <u>First Symbol</u> | <u>One Lane</u> | <u>Unlimited</u> |
|---------------------|---------------------|------------------|
| <u>Capacity</u> | 5 Tonnage | |
| A | 20 tons | 25 tons |
| B | 20 tons | 18 tons |
| C | 18 tons | 15 tons |
| D | 10 tons | 7 tons |
| E | 5 tons | 4 tons |
| F | Light vehicles only | |

Second Symbol

| | |
|---------------------------|------------------------|
| <u>Vertical Clearance</u> | A - over 14 feet |
| | B - over 13 feet |
| | C - over 12 feet |
| | D - over 11 feet, etc. |

Third Symbol

| | |
|-----------------------------|------------------------|
| <u>Horizontal Clearance</u> | A - over 16 feet |
| | B - over 17 feet |
| | C - over 18 feet |
| | D - over 15 feet, etc. |

Fourth Symbol - Year of Classification

WOODS AND BRUSH

TYPE

D Deciduous
E Evergreen
Cy Cypress.

CONCEALMENT

Z Trees 10 feet or more in height, and thick enough when in foliage to conceal troop and vehicles.
Y Brush and undergrowth thick enough to impede foot troops and conceal troops lying down.
X Scattered trees not thick enough to conceal troops.
W Scattered brush not thick enough to conceal troops.

PHYSICAL FEATURES

RG Higher ground - usually appears in light tone on photograph; either wooded or cultivated area; may be scrub trees or brush. (usually not symbolized on photographs.)
LG Low areas - generally appears dark on photograph; becomes swampy during rainy season; often covered with dense growth of brush.
SW Swamp - ground covered with water or boggy most of the time; lower in elevation than LG; wooded and/or brush.
M Salt marshes

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

ROAD CLASSIFICATION FOR MAPS OF ALL SCALES

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

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

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

BUILDINGS

b - barn
Bldg - Building
Bo Ho - Boat House
Ch - Church (give name)
Ct Ho - Court House (give name)
P.O. - Post Office (give name)
Sch - School (give name)
Hos - Hospital (give name)
RR Sta - Railroad Station
Sto - Country store or gas station
P Sta - Power Station

BOUNDARIES

BDY - Boundary
F B - Fire Break
HDG - Hedge
Park - Park
Cem - Cemetary
Co - County

LANDMARKS

PT - Fire Tower (give name)
TT - Transmission Tower
RT - Radio Tower or mast
Air Bn - Airway Beacon
Bn - Non-lighted aid to navigation
Lt - Lighted aid to navigation
Tk - Low tank
Tk elev - Tank elevated on structure
Stk - Stack

GENERAL

X - delete; except where it
pertains to elevations.
Use only the abbrev. listed
on this page. Do not make
up abbreviations.

SHORE LINE

HWL - Mean high water; fast land
LWL - Low water line
LL - Marsh shore line
M - Marsh
MG - Marsh grass in water
Dk - Dock
Pier - Pier
Sea W - Sea Wall
Blhd - Bulkhead
Jet - Jetty
Dol - Dolphie
Pile - Pile
S - Sand
Mud - Mud

Rk - Rock or Rocky
Sty - Stony
Conc - Concrete
Wd - Hood
Blf - Bluff
Dune - Dune

STREAMS AND PONDS

D - Largest ditches only
DX - Small ditch (delete)
IS - Intermittent stream
PD - Probable drainage
Cr - Creek
Ca - Canal
Cv - Culvert
Lev - Levee
Dam - Dam
P - Pond
IP - Intermittent pond

VEGETATION

Gr - Grass
Sw - Swamp
Cy Sw - Cypress Swamp

26 CONTROL:

The Washington Office identified on the nine lens office photographs, by office inspection, and plotted on the Map Manuscript, the following U. S. Geological Survey Traverse Stations:

| | |
|---------------------|-------------------|
| 1011+ | 1054+ |
| 1013 | 1057+ |
| 1044 | 1066+ |
| 1003+ | 1067+ |
| 1004+ | 1071+ |
| 981+ | 1085+ |
| 1049 | 295+ |
| 1053+ | 1093 |
| 258 | 1095+ |
| 258+ | 303 |
| 263+ | 1129+ |
| 278+ | 1108+ |
| 284+ | 1104+ |
| 290 | 1099+ |
| 1059 A not on sheet | 1063 not on sheet |

The Field Inspection Party recovered and identified on the nine lens photographs, the U. S. Coast and Geodetic Survey triangulation station MT. INDEPENDENCE, 1849, 1912, 1932.

The Field Inspection Party recovered and identified the following U. S. Geological Traverse Stations:

TT36BT, 1940 (U.S.G.S.) ✓
TRAVERSE STA. 58 (U.S.G.S.) ✓
TRAVERSE STA. 260+ (U.S.G.S.)

The Washington Office plotted on the Map Manuscript and identified on the nine lens office photographs the Traverse Test Points in HORIZONTAL ACCURACY TEST TRAVERSE No. 3, Project CS-303-B.

All of the above mentioned horizontal control stations were used to establish photograph centers, secondary control points, and detail points.

27 RADIAL PLOT:

The Washington Office furnished the Compilation Office the U. S. Geological Survey data for this quadrangle (Survey No. T-8506) brought to a 1:20,000 scale, recompiled and drafted in the Washington Office on a new polyconic projection on celluloid.

Eleven mounted and five unmounted nine lens photographs were used in this radial plot.

27 RADIAL PLOT: (Cont'd.)

Each photograph was oriented under the Map Manuscript holding to its respective horizontal control. Radials were then drawn to well-defined points which had been selected for secondary control. After all the photographs which fell in the area of the Map Manuscript had been oriented in this manner and their respective centers established, it was found that good intersections had been obtained on all the secondary control points. These were then pricked and shown on the reverse side of the Map Manuscript with double purple ink circles. It was noticed that many of these secondary control points did not verify their respective position as shown on the reproduced survey furnished the Compilation Office.

28 DETAILING:

After stereoscopic examination of the office photographs, it was found necessary to relocate much of the drainage shown on the field inspection photographs. The remaining field inspection data was, in general, satisfactory.

Bridges and culverts were shown where indicated by field inspection data.

Buildings which were shown by field inspection data were, as far as possible, inked in on the nine lens office photographs and then transferred to the Map Manuscript. However, a large number of buildings, especially around lake shores, were completely hidden by the overhang of trees. These were detailed by pricking the detail points on the field inspection photographs and accepting the position as located by the Field Inspection Party, to transfer to the Map Manuscript. Some buildings which could not be seen on the photographs were located and shown by the Field Inspection Party on a red line print on chart paper of Survey No. T-8506. These were transferred directly to the Map Manuscript.

The major portion of the planimetry as shown on the reproduced survey of the U. S. Geological Survey was moved considerably. With many changes in the position of roads, drainage, and the shoreline of lakes, it was found impractical to adjust contours at the Compilation Office in some areas. It was impossible for the Compilation Office to correctly determine where to start and stop the adjustment of contours in these areas. Typical notes have been shown on the discrepancy overlay, calling to the attention of those responsible for the final field edit, the areas where the contours should be adjusted in the field. Outside of these outlined areas, the contours have been adjusted.

29 SUPPLEMENTAL DATA:

The Compilation Office was furnished a tracing on clear celluloid showing the elevations, bench marks, and geographic names established by the U. S. Geological survey in the area of this quadrangle.

30 MEAN HIGH WATER LINE:

There are no tidal waters in the area covered by this Map Manuscript. Several large lakes and a small area of the Royal River fall within the area of this Map Manuscript. These are not believed to be affected by tidal action.

PARAGRAPHS 31 to 35 INCLUSIVE, are not applicable to this Map Manuscript.

36 LANDING FIELDS AND AERONAUTICAL AIDS:

There are no landing fields or aeronautical aids within the limits of this Map Manuscript.

37 DISCREPANCY OVERLAY:

Accompanying this Map Manuscript is a discrepancy overlay. On it are notes calling attention to detail to be investigated during the final field edit. A set of general notes has been included to explain the symbols used both on the Map Manuscript and the discrepancy overlay. A special note of major importance explains the reasons the Compilation Office could not adjust the U. S. Geological Survey contours in certain outlined areas.

38 GEOGRAPHIC NAMES:

The results of a geographic name investigation, by A. J. Wraight, have been furnished the Compilation Office by the Washington Office on a copy of the U. S. Geological Survey, Gray, Me., 15 minute quadrangle. Only the undisputed names have been shown on the Map Manuscript. A list of undisputed, disputed, and recommended geographic names is attached to this Descriptive Report.

39 HORIZONTAL ACCURACY:

The horizontal accuracy of this Map Manuscript is believed to be within the limits set forth for well-defined and less well-defined points of detail in the instructions for Project GS-303, Paragraph 23, dated May 1, 1943.

40 RECOMMENDATIONS FOR FUTURE SURVEYS:

The planimetric detail, including data furnished on the field inspection photographs, is believed to be complete as presented on this Map Manuscript. However, it is believed by the Compilation Office that any attempt to reconcile the contours of the U. S. Geological Survey in the areas outlined on the discrepancy overlay to the new planimetry as delineated, should be done in the field. This Map Manuscript is subject to corrections, additions, and deletions at the time of a final field edit.

41 JUNCTIONS:

The following satisfactory junctions with adjoining surveys have been made:

To the East with Map Manuscript for Survey No. T-8507.

To the South with Map Manuscript for Survey No. T-8512.

To the West with Map Manuscript for Survey No. T-8505 (Planimetry only). Since it was impossible to effect a satisfactory adjustment of the contours on Survey No. T-8505, at the Compilation Office, an adjustment will no doubt be made partly at the Washington Office and partly in the field. The contour junction between Surveys Nos. T-8506 and T-8505 should be perfected after all necessary field examination of contouring have been concluded.

To the North there is no contemporary survey available to the Compilation Office for junction purposes.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Due to scale differences, only a visual comparison could be made with the U. S. Geological Survey, Gray, Me. 15 minute quadrangle, Scale 1:62,500. Common planimetric detail seemed to be in fair agreement. However, on comparison with the enlarged 7½ minute quadrangle, believed to be compiled from the same data as the above 15 minute quadrangle, agreement was not satisfactory.

45 COMPARISON WITH NAUTICAL CHARTS:

There are no nautical charts covering the area of this Map Manuscript.

Respectfully Submitted:
April 18, 1944

Donald M. Brant
Donald M. Brant
Sr. Engineering Aid

Map Manuscript and Discrepancy
Overlay reviewed by:

Henry P. Eichert
Henry P. Eichert
Jr. Photogrammetric Engineer

Descriptive Report reviewed
and Compilation of Map Manuscript supervised by:

Joseph Steinberg
Joseph Steinberg
Asst. Photogrammetric Engineer

and

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

Approved and Forwarded:
April 21, 1944

Fred. L. Peacock
Fred. L. Peacock
Commander, U. S. Coast & Geodetic Survey
Officer-in-Charge
Baltimore Photogrammetric Office

FIELD EDIT REPORT
TO ACCOMPANY
QUADRANGLE T-8506
PROJECT CS-303B
F.L. Gallen Chief of Party

The field edit was started about April 27, 1944 by Mr. Lawrence G. Chambers and completed on May 15, 1944 by Mr. Harland R. Cravat.

46. Methods: The field edit of this quadrangle was accomplished by both a visual inspection and a planetable traverse inspection of the topographic and cultural features.

Visual Inspection:

The visual inspection of the contours, drainage, bench marks, roads, buildings, bridges, boundaries, cemeteries, powerlines and railroads was done by Mr. Chambers on an ozalid print of the map manuscript, and transferred to the metal-mounted field edit sheet.

Planetable Traverse Inspection:

As described in paragraphs 27 and 40 of the compilation report, considerable difficulty was encountered by the compilers in reconciling the U. S. Geological Survey contours to the Bureau's planimetry. A discrepancy overlay prepared by the compiler was furnished to the field edit party, indicating where additional planetable contouring and checking was desired.

The contour completion survey and checking was done by Mr. Cravat on a metal-mounted planetable sheet by planetable traverse methods. Approximately two weeks were spent in correcting the erroneous contours, and it was found that in most instances the drainage as delineated from the nine-lens photographs was adequate, and the U. S. Geological Survey contours were re-shaped to fit the drainage.

47. Adequacy of the Compilation: The compilation is believed to be adequate and complete as corrected by the field edit party.

48. Accuracy Tests: Accuracy tests, both vertical and horizontal, are the subjects of a special report on Project CS-303B; also refer to paragraph No. 50 of this report.

49. Junctions: Junctions have been checked with quadrangles T-8507, T-8512, and T-8505. No similar survey exists on the north.

Two discrepancies were found on the junction between T-8506 and T-8512. They were corrected on the field edit sheet and into T-8512 until a satisfactory contour junction was reached.

50. Miscellaneous: In examining the questionable areas it was often necessary to run planetable traverses through unquestioned areas. The contours and planimetry held up very well in the unquestioned areas and an occasional elevation was shown for the benefit of the office reviewer.

Submitted May 15, 1944



Harland R. Cravat

Approved and forwarded by:



F. L. Gallen
Chief of Party

LIST OF GEOGRAPHIC NAMES

(Undisputed)

| | |
|----------------------------|-------------------------|
| Albion Road | ✓Russell Hill |
| ✓Bert Hill | ✓Sawyer Road |
| ✓Blackstrap Corner | Scotland (Town) |
| ✓Blanchard Road | ✓Scotland Brook |
| ✓Bruce Hill | ✓Smalls Hill |
| ✓Cumberland Center (Town) | ✓South Gray (Town) |
| ✓Cumberland Road | ✓Swamp Road |
| ✓Cumberland (Township) | ✓The Dutton Hills |
| ✓Cumberland Station (Town) | ✓The Three Hills |
| ✓Deer Brook | ✓Turkey Road |
| ✓Dutton Hill | ✓Tuttle Road |
| ✓Dutton Hills Brook | ✓Verrills Ledges |
| ✓Dutton Road | ✓Walnut Hill (✓)) |
| ✓East Br. Piscataqua River | ✓West Cumberland (Town) |
| ✓Egypt Hill | ✓Windham (Township) |
| ✓Egypt (Town) | ✓Windham Road |
| ✓Eliot Brook | |
| ✓Falmouth (Township) | |
| ✓Farm Hill | |
| ✓Files Brook | |
| ✓Flint Brook | |
| ✓Frank Brook | |
| ✓Fred Wiggins Brook | |
| ✓Gray (Township) | |
| ✓Gray Road | |
| ✓Gresley Road | |
| ✓Hunt Hill | |
| ✓Hunt Hill Brook | |
| ✓Jones Hill | |
| ✓Lawrence Brook | |
| ✓Leighton Hill | |
| ✓Lollin Hill | |
| ✓Maine Central R. R. | |
| ✓McIntosh Brook | |
| ✓McIntosh Hill | |
| ✓Mill Brook | |
| ✓Morrison Hill | |
| ✓Mt. Horton | |
| ✓North Falmouth (Town) | |
| ✓North Yarmouth (Township) | |
| ✓Pine Tree Trail | |
| ✓Piscataqua River | |
| ✓Pleasant River | |
| ✓Price Road | |

LIST OF GEOGRAPHIC NAMES

(Disputed)

Recommended

✓ Blackstrap Hill
✓ Eliot Hill
✓ Forest Lake
✓ Highland Lake
✓ Libby Hill
✓ Little Highland Hills Lake
✓ Royal River*

✓ Scotts Hill
✓ Walnut Hill

Disputed

Mt. Independence
Poplar Ridge
Goose Pond
Duck Pond
McIntosh Hill
Little Duck Pond
(Royal's River
(Royall's River
Hadlock Hill
North Yarmouth

Remarks

Decisions

| | Remarks | Decisions |
|----|-------------------------------|---------------|
| 1 | | USGB |
| 2 | | |
| 3 | | |
| 4 | | Road Maps |
| 5 | | Railway Guide |
| 6 | | |
| 7 | | 437702 |
| 8 | | " |
| 9 | | " |
| 10 | | " |
| 11 | | " |
| 12 | | " |
| 13 | | " |
| 14 | | " |
| 15 | | " |
| 16 | | " |
| 17 | | 438702 |
| 18 | On new USGS "Gray" quadrangle | " |
| 19 | | " |
| 20 | | " |
| 21 | | " |
| 22 | | " |
| 23 | Pending with USGB | " |
| 24 | | 437701 |
| 25 | | 438702 |
| 26 | | 437705 |
| 27 | | 438703 |

GEOGRAPHIC NAMES

Survey No. T-8506

CUMBERLAND CENTER quadrangle

| 1 | Name on Survey | <div style="display: flex; justify-content: space-between; font-size: small;"> 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 </div> | | | | | | | | | | | |
|---|--|--|---|---|---|---|---|---|---|---|--|--|----|
| | | A | B | C | D | E | F | G | H | K | | | |
| | Maine | ✓ | | | | | | | | | | | 1 |
| | Cumberland County | ✓ | | | | | | | | | | | 2 |
| | Towns of Falmouth, Cumberland, Windham, North Yarmouth, Gray | ✓ | ✓ | | | | | | | | | | 3 |
| | Maine Nos. 9, 3/26, 4/115 | ✓ | | | | | | | | | | | 4 |
| | Maine Central R.R. | ✓ | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | 6 |
| | East Branch Piscataqua River | ✓ | | | | | | | | | | | 7 |
| | Piscataqua River | ✓ | | | | | | | | | | | 8 |
| | Swamp Road | ✓ | | | | | | | | | | | 9 |
| | Cumberland Road | ✓ | | | | | | | | | | | 10 |
| | Cumberland Station | ✓ | | | | | | | | | | | 11 |
| | Scotts Hill | ✓ | | | | | | | | | | | 12 |
| | Turkey Road | ✓ | | | | | | | | | | | 13 |
| | Cumberland Center | ✓ | | | | | | | | | | | 14 |
| | Tuttle Road | ✓ | | | | | | | | | | | 15 |
| | Mill Brook | ✓ | | | | | | | | | | | 16 |
| | Blanchard Road | ✓ | | | | | | | | | | | 17 |
| | Blanchard Pond Flint Brook | ✓ | | | | | | | | | | | 18 |
| | Russell Hill | ✓ | | | | | | | | | | | 19 |
| | Geeley Road | ✓ | | | | | | | | | | | 20 |
| | Bruce Hill | ✓ | | | | | | | | | | | 21 |
| | Walnut Hill | (hill) | | | | | | | | | | | 22 |
| | Walnut Hill | (village) | | | | | | | | | | | 23 |
| | Royal River | ✓ | | | | | | | | | | | 24 |
| | Deer Brook | ✓ | | | | | | | | | | | 25 |
| | Pleasant River | ✓ | | | | | | | | | | | 26 |
| | Fred Wiggins Brook | ✓ | | | | | | | | | | | 27 |

Remarks

| | Remarks | Decisions |
|----|-------------------|---|
| 1 | | 438703: all names on this section sheet |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |
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| 17 | Pending with USGB | |
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| 26 | Pending with USGB | |
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GEOGRAPHIC NAMES

Survey No. T-8506

| 2 | Name on Survey | | | | | | | | | | | |
|---|----------------------|---|---|---|---|---|---|---|---|---|--|----|
| | | A | B | C | D | E | F | G | H | K | | |
| | Hunt Hill | ✓ | | | | | | | | | | 1 |
| | Hunt Hill Brook | ✓ | | | | | | | | | | 2 |
| | Dutton Hill | ✓ | | | | | | | | | | 3 |
| | Lawrence Brook | ✓ | | | | | | | | | | 4 |
| | Farm Hill | ✓ | | | | | | | | | | 5 |
| | Frank Brook | ✓ | | | | | | | | | | 6 |
| | Windham Road | ✓ | | | | | | | | | | 7 |
| | Dutton Road | ✓ | | | | | | | | | | 8 |
| | Smalls Hill | ✓ | | | | | | | | | | 9 |
| | Gray Road | ✓ | | | | | | | | | | 10 |
| | The Dutton Hills | ✓ | | | | | | | | | | 11 |
| | Dutton Hills Brook | ✓ | | | | | | | | | | 12 |
| | Baker Hill | ✓ | | | | | | | | | | 13 |
| | Egypt | ✓ | | | | | | | | | | 14 |
| | Egypt Hill | ✓ | | | | | | | | | | 15 |
| | Bert Hill | ✓ | | | | | | | | | | 16 |
| | Forest Lake | ✓ | | | | | | | | | | 17 |
| | South Gray | ✓ | | | | | | | | | | 18 |
| | Pine Tree Trail | ✓ | | | | | | | | | | 19 |
| | Verrills Ledges | ✓ | | | | | | | | | | 20 |
| | Morrison Hill | ✓ | | | | | | | | | | 21 |
| | Mt. Horton | ✓ | | | | | | | | | | 22 |
| | West Cumberland | ✓ | | | | | | | | | | 23 |
| | The Three Hills | ✓ | | | | | | | | | | 24 |
| | Lollin Hill | ✓ | | | | | | | | | | 25 |
| | Little Highland Lake | ✓ | | | | | | | | | | 26 |
| | Libby Hill | ✓ | | | | | | | | | | 27 |

Remarks

Decisions

| | Remarks | Decisions |
|----|-------------------|------------------------|
| 1 | | 437703: all re mes |
| 2 | | through No. 16 on this |
| 3 | | section sheet |
| 4 | | |
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| 6 | Pending with USGB | |
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GEOGRAPHIC NAMES

Survey No. T-8506

3

| 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 | | |
| Scotland | ✓ | | | | | | | | | 1 |
| McIntosh Brook | ✓ | | | | | | | | | 2 |
| Albion Road | ✓ | | | | | | | | | 3 |
| McIntosh Hill | ✓ | | | | | | | | | 4 |
| Scotland Brook | ✓ | | | | | | | | | 5 |
| Eliot Hill | ✓ | | | | | | | | | 6 |
| Eliot Brook | ✓ | | | | | | | | | 7 |
| Files Brook | ✓ | | | | | | | | | 8 |
| North Falmouth | ✓ | | | | | | | | | 9 |
| Blackstrap Corner | ✓ | | | | | | | | | 10 |
| Blackstrap Hill | ✓ | | | | | | | | | 11 |
| Leighton Hill | ✓ | | | | | | | | | 12 |
| Price Road | ✓ | | | | | | | | | 13 |
| Highland Lake | ✓ | | | | | | | | | 14 |
| Jones Hill | ✓ | | | | | | | | | 15 |
| Bridgton Road | ✓ | | | | | | | | | 16 |
| Sawyer Road | ✓ | | | | | | | | | 17 |
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Names underlined in red approved
by L. Heck on 6/15/47

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T- 8506

CUMBERLAND CENTER QUADRANGLE, MAINE

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 traverse intended for an horizontal accuracy test was used as control for the radial plot, thus making the plot well controlled, and therefore of proper horizontal accuracy. The four vertical accuracy tests indicate a map of sub-accuracy, probably because contours were greatly enlarged from the original scale. Nonetheless this quadrangle is believed to meet the required Previous Surveys vertical accuracy.

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.

No comparisons were made during review.

Comparison with Nautical Charts Nos. None

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

Contours were corrected on the map manuscript to agree with corrections made by plane table by the Field Edit Party, and to fit elevations given by Vertical Accuracy Tests. Some contours were reshaped by the reviewer to better conform to the drainage pattern.

Review Report made up from notes made on a check list by the reviewer. LTS

Reviewed D. H. Benson per m By L. V. Evans (per t/s)
under direction of D. H. Benson L. V. Evans, 7 June, 1944

Inspected by B. G. Jones B. G. Jones per m

Examined and approved:

[Signature]
Chief, Surveys Branch

[Signature]
Chief, Div. of Charts
Nautical Chart Branch

K. T. Adams
Chief, Topography Section
Division of Photogrammetry

[Signature]
Chief, Div. of Coastal
Surveys