5420

5420

Form 504
Rev. Dec. 1933

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Air Photo
Topographic
~~Hydrographic~~ } *Sheet No.* 5420

State Maryland

LOCALITY

Chesapeake Bay

Back River

Project HT-175

1935

CHIEF OF PARTY

J.C. Partington Jr. H.&G.E.

U.S. GOVERNMENT PRINTING OFFICE: 1934

Copy of
Boundary Survey
Book Mountain

Applied to New Comp. of Chart 545 June 30-1938 Chas R Bush Jr

Applied to New Comp. of Chart 549 May 23-1939 Chas R Bush Jr.

Form 537a
Ed. Nov. 1929

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

REG. NO.

AIR PHOTO

TOPOGRAPHIC TITLE SHEET

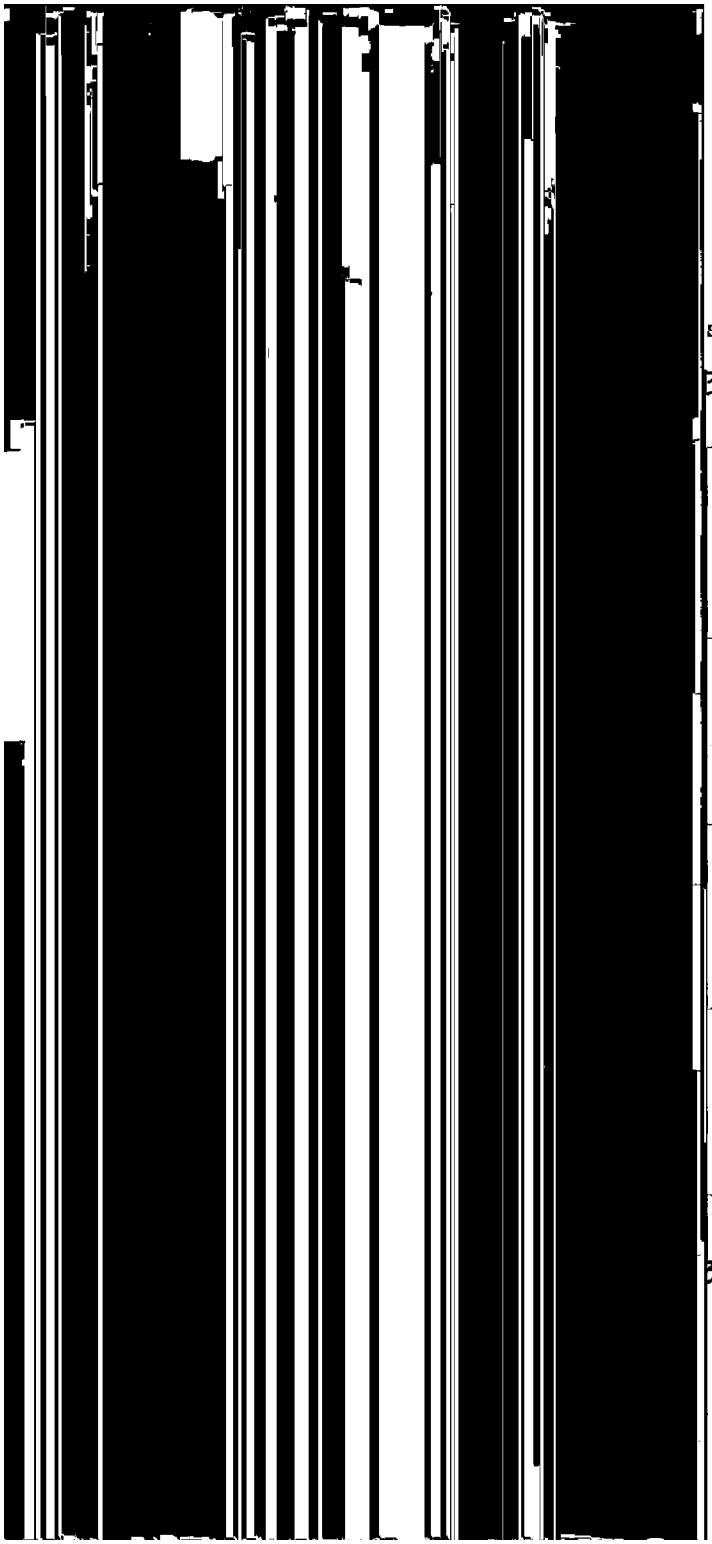
The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 5420

REGISTER NO. T-5420.

State Maryland

[redacted]



SHEET NO. 5420

PROJECTION DIAGRAM

Scale = 1:10,000
Scale Factor = 1.034
s Multiplied by Scale Factor Are Given in Red

31' 76°	30'	29'	28'	27'	26' 76°	25'	
(2971.7)	(1485.9)	(1485.9)	(2971.7)	(4457.6)	(5943.4)		39° 20'
2874.0	1437.0	1437.0	2874.0	4311.0	5748.0		
			(3826.4)				
			3700.6				
(2972.4)	(1486.3)	(1486.3)	(2972.4)	(4458.6)	(5944.9)		19'
2874.7	1437.4	1437.4	2874.7	4312.0	5749.4		
			(1913.2)				
			1850.3				
(2973.2)	(1486.6)	(1486.6)	(2973.2)	(4459.7)	(5946.3)		18'
2875.4	1437.7	1437.7	2875.4	4313.1	5750.8		
		(1913.2)					
		1850.3					
(2973.8)	(1486.9)	(1486.9)	(2973.8)	(4460.8)	(5947.7)		17'
2876.0	1438.0	1438.0	2876.0	4314.1	5752.1		
		(3826.4)					
		3700.6					
(2974.5)	(1487.3)	(1487.3)	(2974.5)	(4461.8)	(5949.1)		16'
2876.7	1438.4	1438.4	2876.7	4315.1	5753.5		
31' 76°	30'	29'	28'	27'	26' 76°	25'	

Layout by R.H.Y.
Checked by J.F.B.

-STATISTICS-

on

SHEET, FIELD NO. 5420, REG. No. T-5420
122-137
157-159
Photos No. 160-173
188-202

Date of Photographs November 10, 1933; 10:15 AM to 12:00 N

Instructions Dated March 14, 1934

	BY	DATE FROM	TO
ROUGH RADIAL PLOT	S.M. Stoler	9- 6-34	9-17-34
SCALE FACTOR (1.034)	S.M. Stoler	9-14-34	9-17-34
SCALE FACTOR CHECKED	R.D. Cross	9-18-34	9-18-34
PROJECTION	R.D. Cross	10-17-34	10-17-34
PROJECTION CHECKED	W.V. Sulkowski	10-17-34	10-17-34
CONTROL PLOTTED	R.D. Cross	10-18-34	10-18-34
CONTROL CHECKED	W.V. Sulkowski	10-18-34	10-18-34
TOPOGRAPHY TRANSFERRED	H.M. Turner	10-19-34	10-19-34
TOPOGRAPHY CHECKED	R.D. Cross	10-20-34	10-20-34
SMOOTH RADIAL LINE PLOT	S.M. Stoler	10-23-34	10-30-34
	R.D. Cross	12-18-34	1-11-35
		5-10-35	5-17-35
RADIAL LINE PLOT CHECKED	J.C. Partington	5-18-35	5-18-35
DETAIL INKED	B.W. Waltrup	3-13-35	5-14-35
	W.V. Sulkowski	5-15-35	7- 2-35

AREA OF DETAIL INKED 29.055 sq. Statute Miles (Land Area)

AREA OF DETAIL INKED 0.75 sq. Statute Miles (Shoals in Water Area)

LENGTH OF SHORELINE (more than 200 m. from nearest opposite shore)
18.4 Statute Miles

LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide)
26.2 Statute Miles

LENGTH OF STREETS, ROADS, TRAILS, R.R., etc. 209.1 Statute Miles

GENERAL LOCATION Chesapeake Bay, Maryland

LOCATION Back River

DATUM North American 1927

STATION Tank Essex 1934 Latitude: 39° 18' 59.828" = 1845.0m.
Longitude: 76° 28' 39.953" = 957.1m.

Field Computations.

SHEET NO. 5420

SCALE FACTOR COMPUTATIONS

Photos 107-137

- - -

Station	to	Station	Measured Distance	Computed Distance	Scale Factor Meas./Comp.
Cut Off Channel Front Range 1934		Tank Bethlehem 1934	3094	2980	1.038
Cut Off Channel Front Range 1934		Airway Beacon #60 1933	15466	14954	1.034
Cut Off Channel Front Range 1934		Bay Shore, cupola 1915	2431	2360	1.030
Cut Off Channel Front Range 1934		Large unpainted house, southwest chimney 1866	2614	2525	1.035
Cut Off Channel Front Range 1934		Bar 1934	6608	6371	1.037
Cut Off Channel Front Range 1934		Clay 1934	6499	6269	1.037
Cut Off Channel Front Range 1934		Stan 1934 *	8534	8238	1.036
Cut Off Channel Front Range 1934		Muddy 1934 *	9597	9251	1.037
Bar 1934		Bay Shore, cupola 1915	5899	5685	1.038
Bar 1934		Clay 1934	2029	1971	1.029
Bar 1934		Large unpainted house, southwest chimney 1866	4318	4159	1.038
Bar 1934		Green 1934 *	1715	1656	1.036
Bar 1934		Walnut 1934 *	3826	3679	1.040
Bar 1934		Muddy 1934 *	3030	2922	1.037
Airway Beacon #60 1933		Muddy 1934 *	6340	6158	1.030
Airway Beacon #60 1933		Green 1934 *	8721	8447	1.032

SHEET NO. 5420

SCALE FACTOR COMPUTATIONS (Cont'd)

Photos 107-137

- - - -

Station	to	Station	Measured Distance	Computed Distance	Scale Factor Meas./Comp.
Airway Beacon # 60 1933		Bar 1934	8962	8682	1.032
Airway Beacon # 60 1933		Clay 1934	9147	8856	1.033
Airway Beacon # 60 1933		Craighill Channel Rear Range Light 1934	11137	10796	1.032
Airway Beacon #60 1933		Bay Shore, cupola 1915	14210	13734	1.035
Airway Beacon #60 1933		Large unpainted house, southwest chimney 1866	13275	12840	1.034
Craighill Channel Rear Range Light 1934		Cut Off Channel Front Range 1934	6048	5841	1.035
Airway Beacon #60 1933		Tank Bethlehem 1934	14336	13848	1.035

Average Scale Factor = 1.035

This average scale factor is computed for the entire flight but only a portion of this flight (123-137) falls on the tracing area of this sheet.

(*) These triangulation stations fall on this sheet.

Comp. by S.M.S. 9/17/34
Checked R.D.C.

SHEET NO. 5420

SCALE FACTOR COMPUTATIONS

Photos 160-183

- - - - -

Station	to	Station	Measured Distance	Computed Distance	Scale Factor Meas./Comp.
Water Tank (highest of three) 1930		Eva 1934 *	7228	6959	1.039
Water Tank (highest of three) 1930		Sewer 1934 *	7977	7680	1.039
Water Tank (highest of three) 1930		Wether 1934 *	7666	7376	1.039
Water Tank (highest of three) 1930		Tank Sewage Disposal Plant 1934 *	7387	7123	1.037
Water Tank (highest of three) 1930		Car 1934 *	8618	8299	1.038
Water Tank (highest of three) 1930		Stein 1934 *	8878	8552	1.038
Water Tank (highest of three) 1930		Airway Beacon #59 1933	1849	1791	1.033
Airway Beacon #59 1933		Stein 1934 *	7060	6797	1.039
Airway Beacon #59 1933		Tank Sewage Disposal Plant 1934 *	5598	5398	1.037
Airway Beacon #59 1933		Sewer 1934 *	6295	6066	1.038
Airway Beacon #59 1933		Eva 1934 *	5885	5677	1.037
Tank Sewage Disposal Plant 1934 *		Eva 1934 *	3226	3091	1.044
Tank Sewage Disposal Plant 1934 *		Stein 1934 *	1563	1496	1.045

SHEET NO. 5420

SCALE FACTOR COMPUTATIONS

Photos 160-183 (Cont'd)

- - -

Station	to	Station	Measured Distance	Computed Distance	Scale Factor Meas./Comp.
Tank Sewage Disposal Plant 1934 *		Sewer 1934 *	1345	1293	1.040
Eva 1934 *		Stein 1934 *	4307	4127	1.044
Tank Essex 1934 *		Water Tank (highest of three) 1930	10445	10038	1.041

Average Scale Factor = 1.039

This scale factor is computed for the entire flight but only part of the flight (162-173) falls on the tracing area of this sheet.

(*) Triangulation stations falling on sheet are marked (*).

Computed by S.M.S. 9/11/34
Checked by R.D.C.

SHEET NO. 5420

SCALE FACTOR COMPUTATIONS

Photos 184-202

- - - -

Station	to Station	Measured Distance	Computed Distance	Scale Factor Meas./Comp.
Bay View Asylum 1863	Airway Beacon #59 1933	5947	5689	1.045
Bay View Asylum 1863	Sanford Brooks Tank 1915	3705	3549	1.044
Bay View Asylum 1863	St. Helena U.S.E. 1916	4252	4054	1.049
Bay View Asylum 1863	Chimney 1930 *	2736	2594	1.055
Bay View Asylum 1863	Wes 1930 r'34	4301	4112	1.046
Airway Beacon #59 1933	Sanford Brooks Tank 1915	4470	4333	1.032
Airway Beacon #59 1933	Wes 1930 r'34	2460	2368	1.039
Airway Beacon #59 1933	St. Helena U.S.E. 1916	1856	1787	1.039
Airway Beacon #59 1933	Chimney 1930 *	3392	3269	1.038
Wes 1930 r'34	W.E. Chimney 1930 *	848	824	1.029
Wes 1930 r'34	Chimney 1930 *	1592	1536	1.036
St. Helena U.S.E. 1916	Sanford Brooks Tank 1915	2773	2701	1.027
Chimney 1930 *	Sanford Brooks Tank 1915	2056	2006	1.025
		Average Scale Factor	=	1.039

This average scale factor is computed for the entire flight but only part of the flight (188-202) falls on the tracing area of this sheet.

Triangulation stations marked (*) fall on this sheet.

Computed by S.M.S. 7/21/34
Checked by R.D.C.

SHEET NO. 5420

SCALE FACTOR COMPUTATIONS

- - -

Flight	Average Scale Factor
107 to 137	1.035
160 to 183	1.039
184 to 202	1.039

Average Scale Factor For Sheet= 1.038

Scale Factor used for sheet, however, was 1.034 in order to agree with adjacent sheets.

SHEET NO. 5420

CONTROL DATA

- - -

Station	North American Datum °	'	"	m.	1927 Datum m.	x Scale Factor m.
					(1565.6)	(1618.8)
Car 1934 *	39	18	09.237		284.7	294.4
(N.A. 1927 Datum)					(1087.4)	(1124.3)
	76	29	14.618		350.2	362.1
					(1112.3)	(1150.1)
Chesaco 1934 *	39	18	23.936		738.0	763.1
(N.A. 1927 Datum)					(730.2)	(755.0)
	76	29	29.524		707.3	731.3
					(1762.1)	(1822.0)
Chimney 1930	39	16	03.216	99.2	88.2	91.2
					(624.2)	(645.4)
	76	32	33.798	810.2	814.2	841.9
					(830.6)	(858.8)
Cox 1934 *	39	17	33.068		1019.7	1054.4
(N.A. 1927 Datum)					(86.0)	(88.9)
	76	27	56.412		1351.9	1397.9
					(1824.6)	(1886.6)
Essex 1934 *	39	18	00.837		25.7	26.6
(N.A. 1927 Datum)					(640.6)	(662.4)
	76	28	33.267		797.1	824.2
					(258.8)	(295.5)
Eva 1934 *						
(N.A. 1927 Datum)	39	16	50.734		1564.5	1617.7
					(54.8)	(56.7)
	76	27	57.713		1383.2	1430.2
					(711.7)	(735.9)
Fisher 1934 *	39	16	36.923		1138.6	1177.3
(N.A. 1927 Datum)					(828.0)	(856.2)
	76	27	25.458		610.2	630.9
					(466.2)	(482.0)
Green 1934 *	39	15	44.881		1384.0	1431.1
(N.A. 1927 Datum)					(1213.9)	(1255.2)
	76	27	09.368		224.6	232.2
					(1777.7)	(1838.1)
Line 1934 *	39	18	02.359		72.6	75.1
(N.A. 1927 Datum)					(794.1)	(821.1)
	76	29	26.681		643.6	665.5
					(368.2)	(380.7)
Muddy 1934 *	39	16	48.062		1482.2	1532.6
(N.A. 1927 Datum)					(978.3)	(1011.6)
	76	26	19.182		459.8	475.4

(*) Computed directly on N.A. 1927 Datum.

SHEET NO. 5420

CONTROL DATA (Cont'd)

- - -

Station	North American Datum °	'	"	m.	1927 Datum m.	x Scale Factor m.
Sewer 1934 * (N.A. 1927 Datum)	39	17	43.796		(499.9) 1350.5	(516.9) 1396.4
	76	28	58.607		(33.4) 1404.3	(34.5) 1452.0
Stan 1934 * (N.A. 1927 Datum)	39	16	16.442		(1343.2) 507.0	(1388.9) 524.2
	76	27	02.199		(1385.5) 52.7	(1432.6) 54.5
Stein 1934 * (N.A. 1927 Datum)	39	18	25.488		(1064.5) 785.9	(1100.7) 812.6
	76	29	59.352		(15.6) 1421.9	(16.1) 1470.2
Tank (Elevated) Black & Yellow 1934	39	16	13.075	403.2	(1458.1) 392.2	(1507.7) 405.5
	76	32	11.456	274.6	(1159.8) 278.6	(1199.2) 288.1
Tank Essex 1934 * (N.A. 1927 Datum)	39	18	59.828		(5.3) 1845.0	(5.5) 1907.7
	76	28	39.953		(480.2) 957.1	(496.5) 989.6
Tank Sewage Disposal Plant 1934 * (N.A. 1927 Datum)	39	17	37.324		(699.4) 1150.9	(723.2) 1190.0
	76	29	51.915		(193.8) 1244.0	(200.4) 1286.3
Walnut 1934 * (N.A. 1927 Datum)	39	17	05.338		(1685.8) 164.6	(1743.1) 170.2
	76	27	06.553		(1280.9) 157.1	(1324.5) 162.4
W.E. Chimney 1930	39	15	38.866	1198.5	(662.8) 1187.5	(685.3) 1227.9
	76	32	40.411	968.8	(465.7) 972.8	(481.5) 1005.9
Wether 1934 * (N.A. 1927 Datum)	39	17	25.475		(1064.8) 785.5	(1101.0) 812.2
	76	28	35.985		(575.6) 862.3	(595.2) 891.6
Witch 1934 * (N.A. 1927 Datum)	39	15	41.639		(566.2) 1284.1	(585.4) 1327.8
	76	26	20.045		(814.1) 624.4	(841.8) 645.6

(*) Computed directly on N.A. 1927 Datum.

DESCRIPTIVE REPORT

To Accompany

PHOTO COMPILATION SHEET NO. 5420

Chesapeake Bay; Back River

Instructions Dated March 14, 1934

- - - - - -

1. GENERAL INFORMATION: *

(a) Title. Refer to Title Sheet.

(b) Statistics. Refer to Statistics Sheet.

(c) General Report. No general report covering this area is available. The area is bounded on the north by approximately the 39° 19' 30" parallel, on the east by the 76° 25' 00" meridian, on the south by approximately the 39° 15' 30" parallel, and on the west by the 76° 33' 00" meridian.

The rivers and creeks in this area are comparatively shallow and along the shores there is a wide mud flat or sand beach that is exposed at low water.

The western half of the compilation is very near the Baltimore City Limits and may be classified as a suburban residential section. The eastern half may be classified as rural, although it is thickly settled along the highways and along the shores of the rivers and creeks.

(d) Photographs. The following photographs were used in plotting this sheet.

Photo Numbers	Flight Strip Location	Date	Time	Stage of Tide
122 to 137	North and south between the 76° 26' 00" Meridian and the 76° 27' 00" meridian.	11-16-33	10:15 AM to 12:00 Noon	High---5:28 AM Low---11:46 AM
157 to 159	East and west along the 39° 19' 00" parallel.	11-16-33	10:15 AM to 12:00 Noon	High---5:28 AM Low---11:46 AM
160 to 173	North and south between the 76° 29' 00" meridian and the 76° 30' 00" meridian.	11-16-33	10:15 AM to 12:00 Noon	High---5:28 AM Low---11:46 AM
188 to 202	North and south between the 76° 32' 00" meridian and the 76° 33' 00" meridian.	11-16-33	10:15 AM to 12:00 Noon	High---5:28 AM Low---11:46 AM

(*) N.B. The paragraphs (numbers and letters) listed refer to those shown on pages 22 and 23 of Notes on Compilation of Planimetric Line Maps.

DESCRIPTIVE REPORT

SHEET NO. 5420

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(e) Job Sheet. Refer to Statistics Sheet.

2. CONTROL:

(a) Sources:

The positions for the stations used in running the radial plot were obtained as follows:

Station "Tank (Elevated) Black and Yellow 1934" was established by Lieut. John A. Bond, Baltimore Harbor, 1934. This position was adjusted to N.A. 1927 Datum by subtracting 11 meters from the forward latitude and adding 4 meters to the forward longitude position.

The stations "W.E.Chimney 1930" and "Chimney 1930" were established by Lieut. W.H. Bainbridge, Project No. 71, October 1930. These stations were adjusted to N.A. 1927 Datum by subtracting 11 meters from the forward latitude and adding 4 meters to the forward longitude position.

All the other triangulation stations were established by Lieut. John A. Bond, Back River, 1934. The positions of the stations in this latter group are on N.A. 1927 Datum (unadjusted).

In order to fix the photos in the northeastern corner of the compilation it was necessary to cut in a station in the vicinity of the Glenn L. Martin Company, Airplane Manufacturers. The position of the windsock on the roof of the plant was located by triangulation methods by observing 6 D/R on the "Windsock" while occupying triangulation stations "Tank Essex 1934" and "Airway Beacon # 60, 1933" to secure the necessary data. Since there is no check on this position it is shown as a Recoverable Station of less than third order accuracy and is reported on Form No. 524 and accompanies this report.

(b) Errors:

No error in the position of any control station was found by radial plot.

Some of the stations could not be accurately pricked on the photos. This is especially true of stations Green, Stan, Fisher, Eva, Cox, Wether, Essex, and Sewer. All of these stations are located along the shore of Back River and it was very difficult to identify objects on the photographs which could be used to tie in the stations. Accordingly, these stations are of very little value except where they happen to appear on a very clear photograph. The station Green was disregarded on all photographs as it was evidently pricked in error by the field party.

(c) Discrepancies:

No discrepancy in the position of any station was found in running the plot.

DESCRIPTIVE REPORT

SHEET NO. 5420

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3. COMPILATION:

(a) Method:

The usual radial plot method was used to determine the position of all radial points.

(b) Adjustment of Plot:

There are two areas where it was very difficult to obtain satisfactory intersections for the radial points. One of these sections isthe area surrounding Norman Creek and Hogpen Creek. Considerable time and effort was spent in these sections to obtain the best possible intersections and it is believed that the compilation is correct as shown.

(c) Interpretation:

The photographs for this compilation were taken at low tide and there is a wide sand beach or mud flat that shows at all points along the shore. For this reason, the actual high water line is very difficult to identify on the photographs. The high water line was located by a field inspection party and has been traced accordingly. The mud flat or sand area that is located outside the high water line has been shown as accurately as possible by the appropriate symbols.

(d) Information from other sources:

[redacted]

BRIDGES

Mi. above mouth	Nearest town, st., etc.	Owner	Kind	Clear Width Normal to Channel Left	Center	Right	Clear Height M.L.W.	H.W.	Completion Reported	Use of Bridge
	Back River									
9.5	Eastern Ave. Baltimore	Baltimore County	Bascule	22'	25'	22'	4.6'	2.6'		Highway
9.5	Baltimore	Un. R.R. & El. Co.	Bascule	12	25	12	4.6	2.6		Electric Railway
10.5	Baltimore	P.B. & W.R.R.	Fixed		72		10.9	7.9	Mar. 22, 1918	Railway
	Bear Creek									
3	Weis Ave. Baltimore	Baltimore County	Swing	68		68	7.0	4.5		Highway
	Colgate Creek									
1	Fourteenth St., Balto.	Balto. & S.P. R.R.	Swing	29		29	8.0	6.0		Railway
	Middle River									
7	Baltimore	Baltimore County	Fixed		250		7.6	5.6		Highway
	Deep Creek									
.5	Baltimore	No data available								Highway.

DESCRIPTIVE REPORT

SHEET NO. 5420

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(e) Names:

The names appearing on the overlay were obtained from the following sources:

U.S. Coast and Geodetic Survey Chart No. 549
U.S. Geological Survey, Baltimore and Gunpowder Quadrangles.
U.S. Coast and Geodetic Survey, Topographic Sheets. Nos. 2308 and 2326.

The following list shows the discrepancies in names obtained from the above sources. Those shown in the left hand column are correct and should be changed on the charts to read accordingly.

Correct Name	Name from U.S.C.&G.S. 549	Name from U.S.G.S.	Name from Topo Sheets 2308 & 2326
Bowley Lane	Bowleys Lane	Bowley Lane	Not shown
North Point Road	North Pt. Rd.	Back River Road	Not shown
Eastern Avenue	Eastern Ave.	Eastern Ave.	Eastern Ave. Rd.
Stansbury Creek	Not shown	Stansbury Cr.	Stansberry Cr.

4. COMPARISON WITH OTHER SURVEYS:

(a) Junctions with adjoining sheets have been examined and are satisfactory.

(b) This compilation was compared with U.S. Coast and Geodetic Survey Topographic Sheets Nos. 2308 and 2326; U.S. Coast and Geodetic Survey Charts Nos. 549 and 1226; and with U.S. Geological Survey, Baltimore and Gunpowder Quadrangles. The surveys upon which the above compilations are based were made quite a few years ago and consequently the entire area has changed considerably. For this reason, it is impossible to check the accuracy of the photo compilation by comparison with the old surveys and it is recommended that this compilation be accepted as correct.

5. LANDMARKS:

(a) The landmarks which are recommended for charting are shown herein on Form No. 567, Landmarks for Charts.

(b) No objects other than those mentioned above show with sufficient prominence under the stereoscope to be recommended as landmarks.

DESCRIPTIVE REPORT

SHEET NO. 5420

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6. RECOMMENDATIONS FOR FURTHER SURVEYS:

(a) This compilation is believed to have a probable error of 3 meters in position of well defined detail of importance for charting and of 5 meters for other data.

(b) The width of roads has been exaggerated where necessary in order to procure well defined lines when the sheet is reproduced.

All houses located in sections where there is a systematic street layout have been omitted unless the houses are very near the shore. Where they are located near the shore or where they are located in rural sections the houses are shown if they can be clearly seen on the photographs.

7. RECOVERABLE OBJECTS:

The following two objects are listed as recoverable objects and are described on Forms No. 524 which accompany this report.

Lutz 2 (Baltimore City Engineers)
Windsock, Glenn L. Martin Company.

8. CABLE AREAS:

The locations of cable areas are not shown on the compilation.

9. MILITARY RESERVATIONS:

Camp Holabird, a Quartermaster Depot for the U.S. Army, is located in the southwestern corner of the compilation. In this area only the streets, railroads, and a few houses near the water have been shown.

Respectfully submitted,

J.C. Partington

J.C. Partington
Jr. H. & G.E.
Chief of Party

Survey No. T-5420

Date. July 20, 1935. GEOGRAPHIC NAMES

Chart No. 549, 545, 1226

Diagram No. 77.

Approved by the Division of Geographic Names, Department of Interior. ✳

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

tus	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	✓Back River.	do			
	✓Patapsco River Neck	do			
	✓Back River Neck				
	✓Essex	—	Post Route Map		
	✓Middle River	do			
	Northeast Creek	do			
	✓Deep Creek	do			
	✓Hopkins Creek	do 1226.			
	✓Hoppen Creek	do			
	✓Muddy Gut	do			
	✓Bear Creek	do			
	✓Colgate Creek	do			
	✓Stansbury Pt.	do DGN			
	Walnut Pt	do			
	✓Wetherby Pt.	do			
	✓Bread and Cheese Creek	do			
	✓Greenmarsh Pt.	do			
	✓Moores Run		U.S.G.S.		
	Clark Pt.	do 1226			
	✓Piney Pt.	do 1226			
	✓~~Norman Pt.~~ Cox Pt				

(M-136)

Survey No. T-5420

Date. July 20, 1935. GEOGRAPHIC NAMES

Chart No. 549. 545; 1226.

Diagram No. 77.

Approved by the Division of Geographic Names, Department of Interior. ✳

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

tus	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	✓Norman Creek	do			
	✓Barren Pt.	do			
	✓Stansbury Creek	do 1226			
	✓Dark Head Creek	do 1226			
	✓Walters.		U.S.G.S.		
	✓~~Rosedale~~ Mount	Hays	Post Route Map ~~U.S.G.S.~~		change name.
	✓Chesaco Park				
	✓Stab.		U.S.G.S.		
	✓Witchcoat Point	do			
	✓St Helena.	do			
	✓Brooks Hill	do			
	✓North Point.	do 1226.			
	✓Herring Run	do			
	✓Camp Halabird	do			
	✓Schoolhouse Cove	do			
	✓Sutton.	do			
	✓Colgate Creek. (town)	do.			
	✓Grange (town)				
	✓Chink Creek	do			
	✓Lynch Cove.	do			

(M-136)

Survey No. T-5420

GEOGRAPHIC NAMES

Date. July 20, 1935.

Chart No. 545, 549, 1226

Diagram No. 77.

Approved by the Division of Geographic Names, Department of Interior. ✳

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

tus	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	✓North Point Road	—		✓	
	Shell Road.	—		✓	
	German Hill Road	—		✓	
	Bowley Lane.	—		✓	
	Sollers Point Road	—			
	Willow Spring Road	—			
	✓Bayview Junction	do.			
	Back River	do.			
	Add:				
	✓Redhouse Creek	Baltimore Quad.			
	✓Middle River (town)	PO guide.			
		Names underlined in red approved by K.T.A on 2/6/36			

(M-138)

May 11, 1935

vard to determine their value as landmarks, be

Partington — *Chief of Party.*

TUM	METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
7	Triang.	June 1934	x			545
7	Triang.	1950	x	x		545, 549 1226
7	Triang.	1950	x	x		545, 549 1226

s recommended.

By J.H.S.
Checked R.D.C.

ARKS FOR CHARTS." The data should be
on under each column heading should be given.

Note The difference between H.W. line on this compilation and T 2308 in deep Creek is a difference in interpretation. Marsh areas on T2308 are shown as low flats on this compilation. The compilation was drawn from photos on which H.W. line was marked ~~in~~ by field inspection and the interpretation shown thereon is accepted

B.G. Jones

REVIEW OF AIR PHOTO COMPILATION T 5420
1:10,000 scale

Comparison with Graphic Control Surveys

T 6335 (1935), 1:10,000.

A small portion of this compilation in longitude 76° 25' just north of latitude 39° 17' is covered by T 6335. There are no discrepancies between T 6335 and this compilation. All detail on T 6335 is shown on this compilation over the common area.

T 6060 (1934), 1:10,000.

T 6060 was made about 7 months after the photographs were taken and covers a small portion in the southwest corner of this compilation. Considerable details not visible on the photographs such as small piers, piles, a marine railway, etc. located on T 6060 have been transferred to this compilation in this office by L.C. McGann and checked by L.C. Lande. T 6060 was not made available for com-

[redacted]

T 2326 (1897), 1:20,000

T 2326 covers the Patapsco River Neck Area and is a detailed survey of interior details. There has been considerable change of culture since 1897. T 2326 shows contours. Except for the contours, T 2326 is superseded by this compilation over the common area.

T 4547 (1930), 1:10,000

T 4547 covers a small area in the vicinity of Colgate Creek. The following recoverable stations were transferred by L.A.M. from T 4547 to the compilation. Transfer checked by L. C. Lande. LCL

Center of Manhole	39° 15'	1111 m.
	76° 32'	484 m.
Center of Manhole	39° 15'	1255 m.
	76° 32'	583 m.
Center of Double Manhole	39° 15'	1345 m.
	76° 32'	643 m.

Only a small portion of T 4547 falls within the area of this compilation. T-4547 is superseded by this compilation over this area.

There are no new hydrographic surveys of this area.

Comparison with the charts

~~Four~~ Three docks above Witchcoat Point in Back River on chart 549 are not shown on this compilation. ~~They do not show on the photographs and are gone except for piling remains which would not show on the photos and therefore are not disproved.~~ Two of these docks, one at 39° 17.9 / 76° 28.2 the other at 39° 17.0 / 76° 28.2 are gone and no remains appear on the photos. The dock at [illegible]

[redacted]

REVIEW OF AIR PHOTO COMPILATION NO. T-5420

Chief of Party: J.C. Partington

Compiled by: B.W. Waltrup and W.V. Sulkowski

Project: HT-175

Instructions dated: March 14, 1934.

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b,c,d,e,g and i; 26; and 64)

2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart is discussed in the descriptive report. (Par. 26; and 66 g,n)

3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d,e)
T-6335.

4. Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28)
Two B.&O. Railroad blue-prints accompany this sheet.
These blue-prints used for names, railroad ~~layouts~~ layouts, etc.

5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.

6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c,h,i)

7. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)
High water line along the shore of Back River was obtained from information on the field inspection photos made by the field inspection party. Cam. 7/24/35.

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

M-67

8. The representation of low water lines, ~~reefs, coral reefs and rocks,~~ and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)

9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3

3. All station points are exactly marked by fine black dots. ✓

4. Closely spaced lines are drawn sharp and clear for printing. ✓

5. Topographic symbols for similar features are of uniform weight. ✓

6. All drawing has been retouched where partially rubbed off. ✓

7. [redacted] ✓

[redacted]