

11128

N&S

Diag. Cht. No. 1203-2.

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Photo.- Topographic

Field No. Ph-104 Office No. T-11128

LOCALITY

State Maine

General locality St. George River

Locality Thomaston

1953-55

CHIEF OF PARTY

Paul Taylor, Chief of Field Party

LIBRARY & ARCHIVES

DATE May 12, 1958

B-1870-1 (1)

11128
T-11128

DATA RECORD

T - 11128

Project No. (II): Ph-104

Quadrangle Name (IV):

Field Office (II): Rockland, Maine

Chief of Party: Paul Taylor

Photogrammetric Office (III):

Officer-in-Charge:

Instructions dated (II) (III): 13 April 1953

Supplement I dated: 29 May 1953

Copy filed in Division of
Photogrammetry (IV)

Method of Compilation (III): Stereoplanigraph Bridge - Kelsh Compilation

Manuscript Scale (III): 1:10,000

Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): Photographs :: Kelsh Model :: Manuscript =
1:10,000 :: 1:3,400 :: 1:10,000

Date received in Washington Office (IV):

10-17-54

Date reported to Nautical Chart Branch (IV):

OCT 26 1954

Applied to Chart No.

Date:

Date registered (IV): 20 Jan 1958

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): NA 1927

Vertical Datum (III):

Mean sea level except as follows:

Elevations shown as (25) refer to mean high water

Elevations shown as (5) refer to sounding datum

i.e., mean low water or mean lower low water

Reference Station (III):

Lat.:

Long.:

Adjusted

Unadjusted

Plane Coordinates (IV):

State:

Zone:

Y=

X=

Maine Grid East, Transverse Mercator, interval of 5,000ft

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

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

69°-15-00

69°-07-30

44°-07-30

Frank J. Lesslie

Ivan R. Jarrett

T-11128N

Leslie

Cook	(S)
------	-----

Jarrett(Kelsh B)

Lesslie(Kelsh A)

T-111285

440-00-00

Areas contoured by various personnel

(Show name within area)

(11) (11)

DATA RECORD

Field Inspection by (II): John S. Winter, Carto. Surv. Aid Date: Sept. to Oct., 1953
 Warren M. Gottschlich, Carto. Surv. Aid

Planetable contouring by (II): None Date:

Completion Surveys by (II): *Geo. E. Varnadoe* Date: *Sept. 1955*

Mean High Water Location (III) (State date and method of location): The MHWL was office delineated during instrument compilation on the Kelsh Plotters using the stage of tide data to control the floating mark. No field indications of the MHWL were made since it was planned to use the MHWL of 1941 surveys. Date of this MHWL is 1953, the date of Projection and Grids ruled by (IV): Austin Riley on the Date: photos.

Reading Ruling Machine Date: 25 Sep 53

Projection and Grids checked by (IV): Howard D. Wolfe Date: 30 Sep 53

Control plotted by (III): Louis J. Reed Date: 25 Nov 53

Control checked by (III): Stanley W. Trow Date: 27 Nov 53

~~Radial Plot or Stereoscopic~~ Morton Keller and Charles E. Cook Date: 30 Mar 54
 Control extension by (III):

Stereoscopic Instrument ^{delineation by:} ^{Planimetry} Ivan R. Jarrett Date: 31 Aug 54
~~XXXXXXXXXXXXXXXXXXXX~~ ^{Contours} Frank J. Lesslie Date:

Manuscript delineated by (III): T-11128S = John B. McDonald Date: 12 Oct '54
 T-11128N = Robert L. Sugden

Photogrammetric Office Review by (III): Louis J. Reed Date: 20 Oct '54

Elevations on Manuscript Louis J. Reed Date: 20 Oct '54
 checked by (X) (III):

Camera (kind or source) (III): Geological Survey (by contract)

Number	Date	Time	Scale	Stage of Tide
(East-west strips arranged from north to south)				(Ref MHWL)*
GS-PE-1				
197 thru 204	3 Apr 53	11:30	1:17,000	2.2ft below
GS*PE-2				
16 thru 22	4 Apr 53	9:00	"	8.7ft below
GS-PE-2				
32 thru 39	4 Apr 53	9:00	"	8.7ft "
GS-PE-1				
81 thru 87	3 Apr 53	11:30	"	2.2ft "
GS-PE-1				
65 thru 72	3 Apr 53	11:30	"	2.2ft - "

*by Mr Wilcox, T&C

Tide (III)

Reference Station: Thomaston, Maine

Subordinate Station:

Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range

Washington Office Review by (IV):

Date:

Aug. 1956

Final Drafting by (IV):

Date:

11-19-57

Drafting verified for reproduction by (IV):

Date:

12-11-57

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 48 sq mi

Shoreline (More than 200 meters to opposite shore) (III): 30 miles

Shoreline (Less than 200 meters to opposite shore) (III): 2 miles

Control Leveling - Miles (II): 96

Number of Triangulation Stations searched for (II): 14

Recovered: 9

Identified: 5

Number of BMs searched for (II): 14

Recovered: 12

Identified: 9

Number of Recoverable Photo Stations established (III):

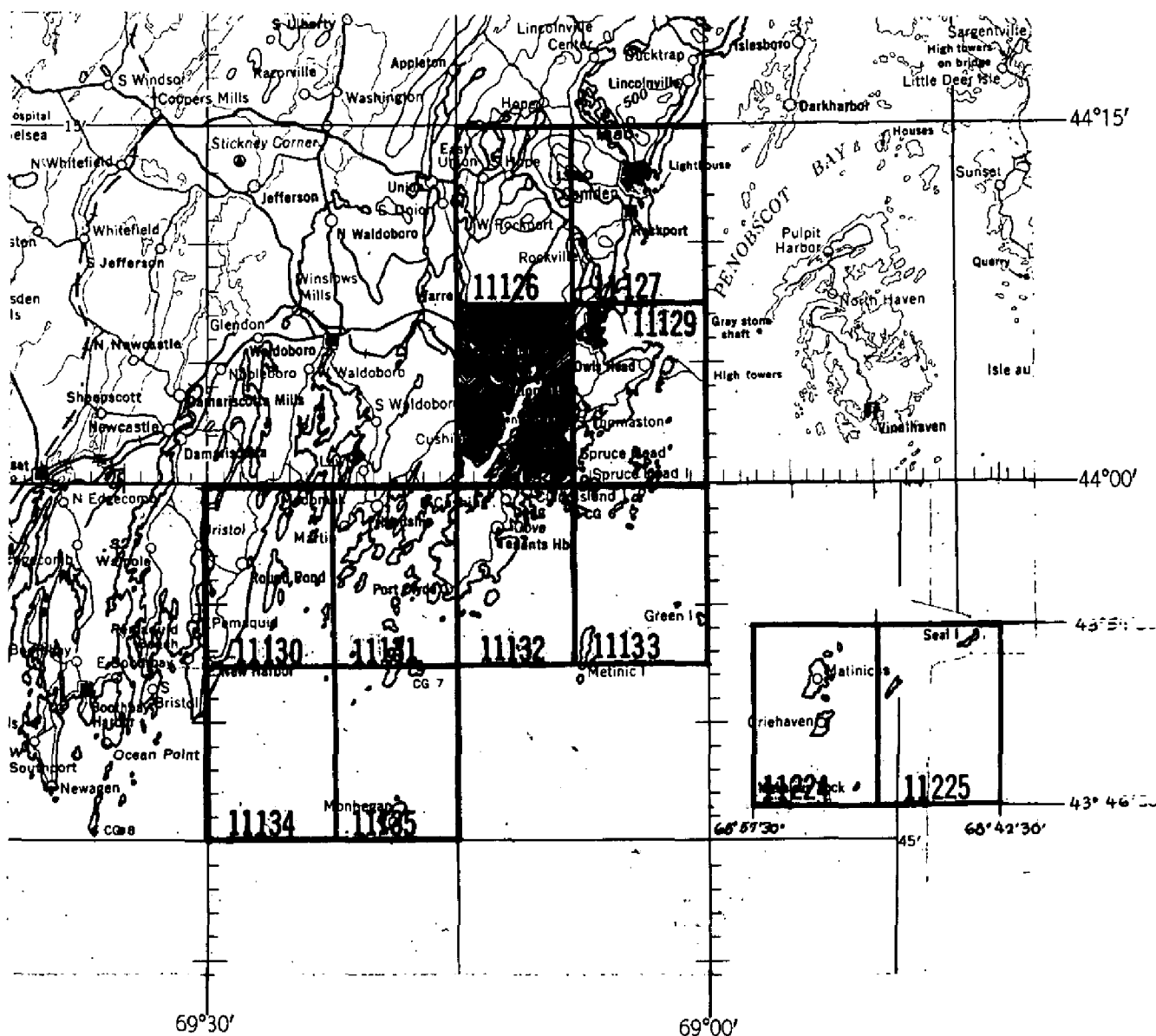
Number of Temporary Photo Hydro Stations established (III):

Number of Traverse Stations established: 6

Remarks:

TOPOGRAPHIC MAPPING PROJECT PH-104

ROCKLAND, MAINE and VICINITY



OFFICIAL MILEAGE FOR COST ACCOUNTS

Sheet No.	Sq. St. Miles	Lin. Miles Shoreline
11126	51	18
11127	27	25
11128	46	45
11129	14	30
11130	24	40
11131	15	57
11132	14	30
11133	3	17
11134	1	4
11135	3	12
11224	3	13
11225	1	7
TOTALS	202	298

514

Summary to Accompany
Descriptive Report
T-11128

Topographic map T-11128 is one of 12 similar maps in Project 6104. This map includes the town of Thomaston, St George and Weskeag Rivers and adjacent land areas. The shoreline and planimetry were compiled from T-8000 and T-8001 (dated 1941-44) and corrected to 1955 by means of 1952-53 photographs, complete interior field inspection, partial shoreline inspection and complete field edit. Other field operations preceding compilation included leveling for vertical control of instrument contouring and some traverse for supplemental horizontal control. All contouring was by stereo instruments.

The manuscript is in two sheets, each 3-3/4' in lat. by 7.5' in long. The maps are to be published by the Geological Survey as a standard 7.5' topographic quadrangle (1:24,000 scale). Items to be registered under T-11128 will include a cloth-mounted, 10,000-scale print of each half quad—one designated as T-11128-N and the other T-11128-S, a cloth-mounted color print of the published quadrangle, and this report.

Jmm
8/56

1. Preface:

FIELD INSPECTION REPORT
Quadrangle T-11128
Project Ph-104

2. AREAL FIELD INSPECTION

The area, which comprises this quadrangle, includes the towns of Thomaston and Warren and the villages of South Thomaston, Cushing and a part of Sprucehead. Thomaston, the largest of the group, is a town on the Maine Central Railroad near the head of navigation on the St. George River.

The quadrangle is adequately served by numerous hard-surfaced roads. The most outstanding are U.S. Highway No. 1 and State Highways Nos. 131 and 97. A large tract of timberland, in the southeast portion of the quadrangle, has no roads and few trails.

The principal industries are fishing, logging, poultry and dairy farming, woolen mills, and cement production. The dam at Warren furnishes power for the local mill. The Dragon Cement Company, one of the largest of its kind in the northeast, operates a large factory along U.S. Highway No. 1 between Thomaston and Rockland.

The field inspection was done on the ratio prints of the U.S. Geological Survey photographs and referenced on the planimetric sheets. The photography was very good. The different tones of the features have been labeled in characteristic areas and is believed adequate for compilation. Special attention is invited to the open areas (blueberry fields) which appear as brush. A sufficient number of these areas have been classified to properly show the distinction.

3. HORIZONTAL CONTROL

A traverse originating in the adjoining quadrangle (T-11126) to the north terminated in this quadrangle, at triangulation station SMITH, 1860. Reference is made to a special report for this traverse which is a part of the report for T-11126.

Five monumented stations, including four Maine Geodetic Survey monuments, and one intersection station were established. Thirteen control points were established and identified including the intersection station. In addition one control point (Sub Pt SMITH B) was established by base line methods approximately one mile southwest of SMITH, 1860.

One Maine Geodetic Survey traverse station was identified along with four triangulation stations established by this bureau.

Three stations are reported as destroyed, they are: North Cushing White Spire, 1934; St. George River North Radio Mast, 1934; and St. George River South Radio Mast, 1934. *all on 5+ pairs*

4. VERTICAL CONTROL

(a) A search was made for all bench marks within the area. The following fall within the quadrangle limits and were recovered and reported on Form 685-A:

<u>Name</u>	<u>Agency</u>	<u>Order</u>
N- A-18✓	U. S. Coast and Geodetic Survey	Second
N- L-48✓	"	"
N- M-48✓	"	"
<i>more on 5/2</i> X N- P-48 on 11126-S	"	"
N- 131 (USGS)✓	"	"
N- 142 (USGS)✓	"	"
N- Z-17✓	"	"
N- TEM 8	Maine Geodetic Survey	Third
N- TEM 9	"	"
X N- THOMASTON TEM 1	U.S. Coast & Geodetic Survey	Unknown
N- THOMASTON TEM 4	"	"

(b) Vertical control for Multiplex and Kelsh Plotter contouring was established in accordance with project instructions. All closures were within the allowable error. See Field Inspection Report, Quadrangle T-11126, for the methods used.

(c) The first and last level points are 28-1 and 28-148.

5. CONTOURS AND DRAINAGE

The entire quadrangle is to be contoured in the compilation office by either the Multiplex or Kelsh Plotter. See Item 34 of Compilation Report.

6. WOODLAND COVER

The woodland cover has been classified in accordance with the Topographic Manual, Part II. See Item 6 of Field Inspection Report for Quadrangle T-11126 for the different type trees of the area.

7. SHORELINE AND ALONGSHORE FEATURES

(a) A field edit was made of the high-water line throughout the quadrangle in accordance with project instructions. There were no changes noted.

(b) The low-water line was inspected in numerous areas at low-water. Sufficient areas have been noted on the C. and G.S. low-water photographs so that the compiler should have no difficulty in the delineation of the low-water line.

(d) Bluffs will be depicted by the contours.

(e) The planimetric maps were examined for addition of docks, wharves, piers, etc., and where changes have occurred, they have been indicated on the photographs.

(f) There are no submarine cables within the quadrangle.

8. OFFSHORE FEATURES

The low-water line was inspected visually. Measurements however were made in several places from identifiable features to determine that the photographs were made at or very near mean low-water, especially in and around cove areas.

9. LANDMARKS AND AIDS

Seven nautical landmarks are reported on Form 567. All have been previously charted and are in good condition with the exception of the two radio towers at Cushing, which have been razed.

One fixed aid (St. George River Daybeacon) is the only fixed aid within the quadrangle and is reported on Form 567. This aid was previously located in 1943 and has not been moved.

There are no interior landmarks or aeronautical aids.

10. BOUNDARIES, MONUMENTS AND LINES

See Special Boundary Report, which will be submitted at a later date.

11. OTHER CONTROL

There are no previously established topographic stations reported on for this quadrangle.

See Item 11 of the Field Inspection Report of Quadrangle T-11127 for the photo-hydro control established.

12. OTHER INTERIOR FEATURES

A field edit of all roads and buildings was made on the planimetric sheets. Additions and corrections are noted on the photographs and referenced on the planimetric maps.

} T 8000
8001

The only bridges of significance in this project are located within this quadrangle. A copy of a letter to the District Engineer regarding bridge discrepancies is included within this report.

One small private airport with a sod runway is located along U.S. Highway No. 1 between Thomaston and Rockland. Adequate notes are shown on the photographs.

13. GEOGRAPHIC NAMES

This will be the subject of a special report, which will be submitted at a later date.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

The special reports mentioned in Items 3, 10, 12, 13, and a Notes for Coast Pilot, are the only special reports and supplemental data for the quadrangle.

3 November 1953
Submitted by:

Joseph K. Wilson
Joseph K. Wilson,
Cartographer

4 November 1953
Approved by:

Paul Taylor
Paul Taylor
Commander, USC&GS
Chief of Party

10P

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

P. O. Box 117
Rockland, Maine

POST OFFICE ADDRESS:

TELEGRAPH ADDRESS:

3 November 1953 PRESS ADDRESS:

District Engineer
Eastern Division
U.S. Army Corps of Engineers
Customhouse Building
State Street
Boston, Massachusetts

Dear Sir,

During the course of field work by this party along the Maine Coast from Camden to New Harbor, the following discrepancies were noted in the "List of Bridges Over Navigable Waters of the United States, dated 1941" and its Supplement dated 1948 (Field data are given first, followed by published measurements):

Miles Above Mouth	<u>Nearest Town</u>	<u>Owner</u>	<u>Type Bridge</u>	<u>Horis. Cl.</u>	<u>Vert. Cl. H.W.</u>
12	Thomaston, Maine (Mouth of Mill Creek)	Maine Central Railroad Co.	F SW	skiff clearance only 28.0 ft.	26.0 ft. 25.5 ft.
(NOTE: Bridge rebuilt since 1899. The stream over which this bridge crosses is not navigable at mean low water.)					
12	Thomaston, Maine	Maine State High- way Commission	B B	53.0 ft. 42.75 ft.	5.8 ft. 5.9 ft.
14	Thomaston, Maine Warren, Maine	Town of Thomaston Town of Warren			
(NOTE: Bridge has been razed.)					
14.1	Thomaston, Maine Warren, Maine	Maine Central Railroad Co.	F F	80.0 ft. 40.0 ft.	7.4 ft. 7.0 ft.
14.8	Thomaston, Maine Oyster River	Rockland, Thomaston & Camden St. Ry. Co.	F		

(NOTE: Bridge has been razed.)

Very truly yours,

Paul Taylor
Commander, USC&GS
Chief of Photogrammetric Party No. 1

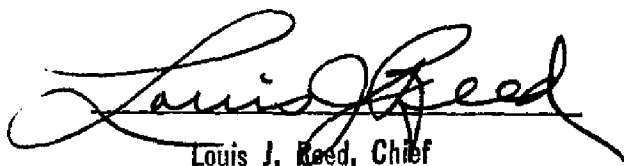
cc: The Director, USC&GS

RADIAL PLOT REPORT

21#30

No radial plot as such was accomplished.

Horizontal control in each model was bridged on the Stereoplanigraph and adjusted by the graphic method. No particular difficulty was encountered.

A handwritten signature in cursive script, reading "Louis J. Reed". The signature is written in dark ink and is positioned above the printed name and title.

Louis J. Reed, Chief
Stereoscopic Mapping Branch
Photogrammetric Engineer

MAP T. 11128 N PROJECT NO. Ph-104 SCALE OF MAP 1:10,000 SCALE FACTOR

PROJECT NO. Ph-104

SCALE OF MAP 1:10,000

SCALE FACTOR

[illegible]

MAP T. 11128 N PROJECT NO. Ph-104 SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR UTM COORDINATE	DISTANCE FROM GRID OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
				FORWARD	(BACK)		FORWARD	(BACK)	
THOMASTON, TALL SPIRE, EAST PART OF TOWN, 1860 d	21	NA 1927	44 04 49.526 69 10 07.344	1528.6 163.4	323.3 1171.6				
THOMASTON CEMENT MILL, NORTH STACK, 1934 d	22	"	44 05 02.787 69 09 23.986	86.0 533.7	1765.9 801.2				
THOMASTON, SILVER WATER TANK, 1924 d	22	"	44 04 47.219 69 11 42.993	1457.4 956.6	394.5 378.4				
THOMASTON, LOW SPIRE OF SMALL CHURCH, 1860	261	"	44 04 44.06 69 10 54.60	1359.9 1214.9	492.0 120.1				
WARREN, 1953 dm	Field Comps P-4	"					105 233.96 303 799.88		
MAINE STATE POLICE RADIO MAST, 1953 d	P-5	"					89 592.26 317 113.50		
MON 189 (MGS)	P-9	"					93 852.14 307 260.22		
MON 192 (MGS)	P-9	"					91 780.57 322 622.27		
SS Control Pt 24		"					103 621.62 301 712.82		
SS Control Pt 25		"					100 269.15 302 300.60		
SS Control Pt 26		"					97 520.45 304 010.60		Page 14
SS Control Pt 27		"					95 708.29 305 535.10		

1 FT. = 3048008 METER

COMPUTED BY:

DATE

CHECKED BY:

DATE

M. 2388-12

COMPILATION REPORT31. Delineation:

Delineation was accomplished on the Kelsh Plotters, models A and B, after horizontal bridging on the Stereo-planigraph. No particular difficulty was encountered and no areas of this quadrangle are incomplete.

32. Control:

Horizontal control for the bridging operation ~~was~~^{were} as shown on the Photo & Control Sketch. Reference was made to side-heading 3, Field Inspection Report, and additional control mentioned has been added to the manuscript.

Vertical control as established in the field and identified on field photographs (contacts), was used as a basis for the contour compilation without difficulty.

Both horizontal and vertical control were adequate and satisfactory.

33. Supplemental Data:

SPECIAL REPORT ON BOUNDARY INVESTIGATION, PROJECT PH-104, MAINE, NOVEMBER 1953 (but it does not cover T-11128)

35. Shoreline and Alongshore Details:

Details were delineated on the Kelsh Plotters guided by shoreline inspection on a separate set of low-water contact photographs, and by the 1943 planimetric compilations of the same area. Low Water and shoals were also instrument delineated guided by the field indications. See side-heading 7.

34. Contours and Drainage:

Photography was satisfactory for contouring purposes and no particular areas are set aside for the attention of the field editor.

36. Offshore Details: Nothing unusual to discuss.37. Landmarks and Aids:

Reference side-heading 9, Field Inspection Report; form 567s mentioned are not available at this time.

*see Chart letter dated 27 Oct. 1953
listing landmarks & aids. Accurate positions
will be found ~~in~~ in G.P. or P.C. lists
except South Thomaston Ch. Spire 1943 & 1942
Brick stack 1943, ^{& St. George River, Daybeacon} scaled positions of these*

will be found on forms 524 filed
under T-8000. Six of the 7
landmarks are carried forward on
T 11128(N instead of S stack of
Thomaston Cement mill is mapped
by T 11128) & the one fixed
is carried forward at the 1943
position. Some changes in heights
given in the chart have been made
by the field editor.

33. Supplemental Data:

SPECIAL REPORT ON BOUNDARY INVESTIGATION, PROJECT PH-104,
MAINE, NOVEMBER 1953 (but it does not cover T-11128)

35. Shoreline and Alongshore Details:

Details were delineated on the Kieh Plotter guided
by shoreline inspection on a separate set of low-water
contact photographs, and by the 1943 planimetric compilations
of the same area. Low water and shoals were also instrument
delineated guided by the field instructions. See side-heading 7.

34. Contours and Drainage:

Photography was satisfactory for contouring purposes
and no particular areas are set aside for the attention
of the field editor.

36. Offshore Details: Nothing unusual to discuss.

37. Landmarks and Atlas:

Reference side-heading 9, Field Inspection Report;
form 501e mentioned are not available at this time.

See chart letter dated 21 Oct 1953
listing landmarks & side. Accurate positions
will be found in G.P. or P.C. list
except South Thomaston Co. Spire 1943 &
Brick stack 1943, scaled positions of these

38. Control for Future Surveys:

Numerous topo stations were located by the 1943 survey of this area and they have been shown on the manuscript of this project as located by their descriptions and by the old compilations; they were not plotted.

Also, during this delineation, the instrument operators have selected hydro signals along the shoreline which are numbered and shown on the manuscript for what they may be worth to any future hydrographic work in the area. The signals are also located on the 1:10,000 ratio prints.

39. Junctions:

Junctions with T-11126 to the north and with T-11132 to the south are in agreement since all three quads are parts of the same compilation project. The same is true of T-11129 to the east, but to the west no contemporary surveys exist for junctioning purposes.

40. Horizontal and Vertical Accuracy:

This compilation meets the requirements specified by the Standards for map accuracy for 1:10,000 scale mapping, and the 10ft contours are accurate to within half the contour interval

46. Comparison with existing Maps:

ROCKLAND, Sheet 7172 II, AMS Series V711, 1:50,000, 1950

47. Comparison with Nautical Charts:

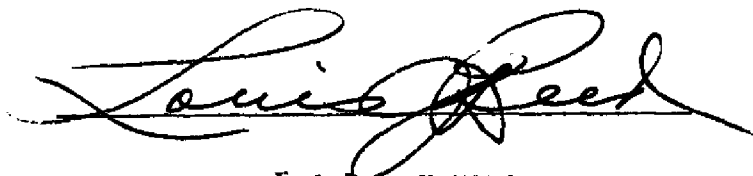
MUSCONGUS BAY, No.313, 1:40,000.

41. Boundary Lines: Insufficient information was supplied by the field to complete the boundary lines on this quad.

48. Geographic Name Lists: See two separate pages following.

49. Notes for the Hydrographer: Not applicable.

50. Compilation Office Review: See T-2 form that follows.



Louis J. Reed, Chief
Stereoscopic Mapping Branch
Photogrammetric Engineer

GEOGRAPHIC NAMES

Survey No.

11128 N

Name on Survey

Page 18

	A	B	C	D	E	F	G	H	K	
BENNER HILL	✓									1
BRANCH BROOK	✓	✓								2
CUSHING										3
EAST BRANCH	✓	✓								4
MAINE CENTRAL R R	✓	✓								5
MARSH BROOK	✓	✓								6
MEADOW BROOK	✓	✓								7
MILL RIVER	✓	✓								8
OLD COUNTY ROAD	✓	✓								9
OYSTER RIVER	✓	✓								10
ROCKLAND	✓	✓								11
ST GEORGE RIVER	✓	✓								12
SOUTH WARREN	✓	✓								13
SOUTH THOMASTON	✓	✓								14
THOMASTON	✓	✓								15
WARREN	✓	✓								16
WESTEAG RIVER	✓	✓								17
WEST BRANCH	✓									18
WILEY CORNERS	✓	✓								19
U.S. 1	✓									20
Maine 97	✓									21
Maine 131	✓									22
Old County Road (see above)	✓									23
(see lines 20-23 on p. 19)										24
South Warren Cemetery	✓	✓								25
Riverview Cemetery	✓	✓								26
Fairview Cemetery	✓	✓								27

only as political subdivision

SOUTH THOMASTON

only as political subdivision

Names (including

"town" names) checked

6-1-55 H. Hack

Do not use Twp.

in this area

GEOGRAPHIC NAMES

Survey No.

11128 S

Name on Survey

Page 19

	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	
A	B	C	D	E	F	G	H	K	
BEAVERDAM BROOK	✓								
BLANK POINT	✓								1
BRADFORD POINT	✓								
BROAD COVE	✓								2
COMBS ISLAND	✓								
CUSHING	✓								3
CUTLER COVE	✓								
FOGGS HILL	✓								4
FORT POINT	✓								
HARRINGTON COVE	✓								5
HAYDEN POINT	✓								
HOSPITAL POINT	✓								6
HYLER COVE	✓								
LONG COVE	✓								7
MCCARTHY POINT	✓								
MILL COVE	✓								8
NORTH CUSHING	✓								
PATTEN POINT	✓								9
ROCKLIFF ISLAND	✓								
SEAL HARBOR	✓								10
SHARKEYVILLE CREEK	✓								
SOUTH THOMASTON	✓								11
SPRUCE HEAD	✓								
SPRUCEHEAD ISLAND	✓								12
ST GEORGE	✓								
ST GEORGE RIVER	✓								13
WATERMAN BEACH	✓								
WATTS COVE	✓								14
WATTS POINT	✓								
WHEELER BAY	✓								15
									16
Bailey Point (on map)									17
Maine 97 ✓									18
Maine 131 ✓									19
Finnish Church *									20
St. John's Cemetery on North									21
The Village Cemetery Half									22
Thomaston Athletic Field ✓									23
Union Chapel Society Church ✓									24
Bassick District Elem. School ✓									25
Oceanview Cemetery ✓									26
St. George's Rive ✓									27
North Parish Cemetery ✓									

Rockliff I. ✓

Weskeag River ✓

Names (including "town"
names) checked 6-1-55.

L. Hack

Do not use Twp in this
area* Deleted by
Field Edit

PHOTOGRAMMETRIC OFFICE REVIEW

T- 11128 (N+S)

1. Projection and grids ☒ 2. Title ☒ 3. Manuscript numbers ☒ 4. Manuscript size ☒

CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy ☒ 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) ☒ 7. Photo hydro stations ☒ 8. Bench marks ☒
9. Plotting of sextant fixes ☒ 10. Photogrammetric plot report ☒ 11. Detail points ☒

ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline ☒ 13. Low-water line ☒ 14. Rocks, shoals, etc. ☒ 15. Bridges ☒ 16. Aids to navigation ☒ 17. Landmarks ☒ 18. Other alongshore physical features ☒ 19. Other along-shore cultural features ☒

PHYSICAL FEATURES

20. Water features ☒ 21. Natural ground cover ☒ 22. Planetable contours ☒ 23. Stereoscopic instrument contours ☒ 24. Contours in general ☒ 25. Spot elevations ☒ 26. Other physical features ☒

CULTURAL FEATURES

27. Roads ☒ 28. Buildings ☒ 29. Railroads ☒ 30. Other cultural features ☒

BOUNDARIES

31. Boundary lines ☒ 32. Public land lines ☒

MISCELLANEOUS

33. Geographic names ☒ 34. Junctions ☒ 35. Legibility of the manuscript ☒ 36. Discrepancy overlay ☒ 37. Descriptive Report ☒ 38. Field inspection photographs ☒ 39. Forms ☒
40. ☒ Reviewer ☒ Supervisor, Review Section or Unit

41. Remarks (see attached sheet)

Louis J. Reed, Chief
Stereoscopic Mapping Branch
Photogrammetric Engineer

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Compiler

Supervisor

43. Remarks:

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Field Edit Report
Quad. T-11128

Methods. All roads were ridden out to check their classification; to investigate questioned areas; to check the classification of buildings and to visually check all topographic features including contours.

Trails were either walked out or their existence and condition was checked by local information.

The shoreline and alongshore features in Thomaston were investigated by walking the shoreline.

Standard plane-table methods were used for testing the vertical accuracy.

All corrections, additions and deletions were made on the Field Edit Sheets or cross referenced to the Photographs or Plane-table sheets. All questions by the Reviewer were answered on the discrepancy Prints or cross referenced to other sheets. All vertical accuracy tests and corrections to contours were made on the Field Edit Plane-table Sheets.

In addition to this report Field Edit information appears on;
2 Discrepancy Prints; 2 Field Edit Sheets; 4 Field Edit Plane-table Sheets; 3 Summary and Abstract of Vertical Accuracy Tests Sheets; 1 Control Station Identification Card and the following Photographs:
GS-FE Ratio Prints 1-66 thru 1-71, 1-82, 1-84, 1-86, 1-198, 1-200, 1-201, 1-203, 2-17 thru 2-21, 2-34 thru 2-38.

Violet ink was used for all field edit work except for deletions where green ink was used. A legend appears on each sheet.

52. Adequacy of the Compilation. The compilation will be adequate and complete after the application of the field edit information.

53. Map Accuracy. No horizontal accuracy tests were made. Vertical accuracy tests were made in six different areas of the quadrangle. A total of 151 points on the contours were tested of which 93% were found to be in error not more than one half the contour interval. A tabulated summary of the tests is made a part of this report.

54. Recommendations. None Offered.

55. Examination of the Proof Copy. No one was asked to examine a proof copy of the manuscript.

No discrepancies in Geographic Names were noted.

56. Town Lines. Additional Town Line monuments have been identified where possible.

According to Mr. F. H. Wood, a private surveyor of Rockland, the Town Line between South Thomaston and St. George in the vicinity of the village of Spruce Head (Lat. $44^{\circ} 00.5'$ Long. $69^{\circ} 08'$) is in dispute. This was understandable to the writer after reading the description of the line. According to Mr. Wood the description was written about 1860. However, it was undated and very vague especially as to where the line leaves the highway in a southerly direction.

No one contacted was able to furnish any information concerning where the Thomaston, Warren, Cushing lines join near Lat. $44^{\circ} 04'$ Long. $69^{\circ} 12.5'$. Those contacted in addition to Mr. Wood were the Tax Collectors for these towns. Mr. Wood stated that due to the condition of and lack of records he would expect to spend at least a month in research to determine this point and that probably then he would fail. He stated further that the old G. S. quadrangle, of which he had a copy probably showed these lines adequately.

A thorough search was made for ground evidence of the junction of Town Lines between Rockland, Owls Head, South Thomaston and Thomaston near Lat. $44^{\circ} 05'$ Long. $69^{\circ} 08'$ but none could be found. The Town line between Rockland and Thomaston, near this point, was corrected from a plat of a survey dated 1947 and on file with the Tax Collector in Rockland.

Respectfully submitted,

George E. Varnadoe
George E. Varnadoe
Photo. Engr.

TOPOGRAPHIC MAPPING

Summary & Abstract of Vertical Accuracy Test

Project No. Ph-104 Quad. No. T 11128 Quad. Name ROCKLAND
 Method of Testing Plane-table
 Tested by GEV Date Aug - Sept, 1955 Evaluated by GEV
 Contour interval 10 ft. 1:22 M.M. allowable shift at 1:10,000
 map or manuscript scale.

151 Total number of points tested

93% of points within $\frac{1}{2}$ contour interval or better

141 Test points correct within $\frac{1}{2}$ contour interval

10 Test points in error between $\frac{1}{2}$ and full contour interval

0 Test points in error over full contour interval

Test Elev.	Map Elev.	Error	Error after shift	Remarks	Test Elev.	Map Elev.	Error	Error after shift	Remarks
101	100	1	0		129	130	1	0	S
111	110	1	0		116	120	4	0	2
120	120	0			193	190	3	0	
131	130	1	0		183	180	3	0	H
141	140	1	0		173	170	3	0	
152	150	2	0		164	160	4	4	E
165	160	5	0		152	150	2	0	
171	170	1	0		144	140	4	3	E
183	180	3	0		132	130	2	1	
195	190	5	0		124	120	4	3	
200	200	0			116	110	6	6	T
211	210	1	0		124	120	4	0	
220	220	2	0		113	110	3	0	
229	230	1	0		103	100	3	0	
240	240	0			92	90	2	0	No
251	250	1	0		80	80	0		1
260	260	0			72	70	2	0	
270	270	0			62	60	2	0	1
278	277	1	1		52	50	2	0	
110	110	0			41	40	1	0	
99	100	1	1		30	30	0		1
109	110	1	0		19	20	1	0	
114	120	6	0		11	10	1	0	1
127	130	3	0		10	10	0		
138	140	2	0		10	10	0		2
145	150	5	0		10	10	0		
156	160	4	0		41	40	1	0	S
170	170	0			41	40	1	0	H
178	180	2	0		41	40	1	0	E
180	190	10	10	Contour Corrected	51	50	1	0	E
190	200	10	10	"	60	60	0		T
194	200	6	6	"	67	64	3	0	
172	190	18	10	"	40	40	0		No
157	170	13	7	"	48	51	3	0	3
141	140	1	0		51	50	1	1	

TOPOGRAPHIC MAPPING

Summary & Abstract of Vertical Accuracy Test

Project No. Ph 104 Quad. No. T 11128 Quad. Name _____
 Method of Testing _____
 Tested by _____ Date _____ Evaluated by _____
 Contour interval _____ ft. _____ M.M. allowable shift at _____
 map or manuscript scale.

_____ Total number of points tested
 _____ % of points within $\frac{1}{2}$ contour interval or better
 _____ Test points correct within $\frac{1}{2}$ contour interval
 _____ Test points in error between $\frac{1}{2}$ and full contour interval
 _____ Test points in error over full contour interval

Test Elev.	Map Elev.	Error	Error after shift	Remarks	Test Elev.	Map Elev.	Error	Error after shift	Remarks
60	60	0			16	20	4	4	S
70	60	10	10	Contour Corrected	9	10	1	0	H
67	60	7	7	"	32	30	2	2	E
56	50	6	4	"	22	20	2	0	E
44	40	4	4	"	21	20	1	0	T
44	40	4	0		30	30	0		
51	50	1	1		21	20	1	0	
60	60	0			10	10	0		
60	60	0			41	40	1	1	
75	75	0			51	50	1	1	No
67	60	7	6	Contour Corrected	41	40	1	0	
78	70	8	6	"	30	30	0		
87	80	7	6	"	28	30	2	0	
91	90	1	1	"	19	20	1	0	
101	101	0			14	10	4	0	
77	72	5	0		41	40	1	0	
65	60	5	5		46	50	4	1	
63	60	3	3		55	60	5	3	
62	60	2	1		68	70	2	2	
51	50	1	0		78	80	2	0	
56	52	4	0		82	84	2	2	
81	77	4	2		10	10	0		
79	70	9	4		22	20	2	0	
65	60	5	5		30	30	0		
90	90	0			42	40	2	0	
79	80	1	0		40	40	0		
67	70	3	0		54	50	4	3	
62	60	2	0		62	60	2	0	
52	50	2	0		70	70	0		No
49	50	1	0		81	80	0		
41	40	0			91	90	1	0	
41	41	0			100	100	0		
31	30	1	1		111	110	1	0	
29	30	1	1		120	120	0		
31	30	1	1		130	130	0		

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Review Report
Topographic Map
T-11128
August 1956

61. See Summary Report.

62. Comparison with Registered Topographic Surveys

T-1081	1:10,000	1868
1116	"	"
1151	"	1869
8000	"	1944
8001	"	"

T-11128 supersedes all above surveys in common areas as source material for compilation and/or revision of charts.

63. Comparison with Maps of Other Agencies

Comparison was made with the SW/4 of USGS Rockland - 1/62,500 - 1906 (reprint 1946), 20-ft. contour interval.

There is fair agreement between the contours and drainage of the two maps, except in a few flat areas.

64. Comparison with Contemporary Hydrographic Surveys

H-6968	1:10,000	1944
H-8175 (boat sheet)	1:10,000	1954
H-8259	" "	1955

The low water line in St. George River on T-11128 supersedes that on H-6968. The mud flats are subject to erosion by tidal action and the location by recent photographs is believed more current than that on the 1944 H. survey. Other differences have been resolved by this review.

65. Comparison with Nautical Charts

Chart 322	1:40,000	1950 (52-5/26)
313	"	1949 (54-4/26)

No significant differences noted.

66. Adequacy of Results and Future Surveys

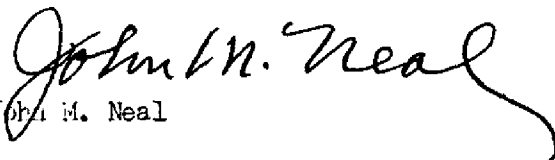
This map complies with all instructions and meets requirements of National Standards of Map Accuracy (see Field Edit Report). It is of adequate accuracy for use as a base for hydrographic surveys.

67. Control for Future Surveys


All topographic stations shown on T-8000 and 8001 were carried

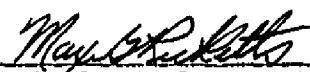
forward on T-11128, except the USED stations on St. George River
(see reports covering T-8000 and 8001).

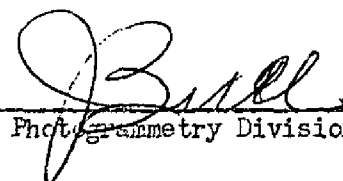
Reviewed by:

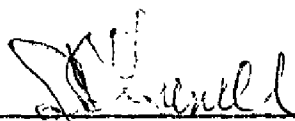

John M. Neal

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