

8000

Diag'd. on Diag. Ch. No. 1203

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Planimetric Air Photographic

Field No. CS-272 Office No. T-8000

LOCALITY

State Maine

General locality St. George River

Locality Thomaston and Vicinity

1941-'43

CHIEF OF PARTY

F.L. Peacock

LIBRARY & ARCHIVES

DATE April 7, 1949

DATA RECORD
Map Drawing Survey No.
T- 8000

Quadrangle (II): Rockland, Maine (15') U.S.G.S. Project No. (II): C.S. 272
Southwest Portion

Field Office:
Air Photographic Party No. 2

Chief of Party: ~~Fred. L. Peacock~~ Henry O. Fortin

Compilation Office:
Baltimore Photogrammetric Office

Chief of Party: Fred. L. Peacock

Instructions dated (II III):
April 1, 1942 and April 20, 1943

Copy filed in *Division of* Descriptive
Report No. ~~T~~ *(VI)*
Photogrammetry Office Files

Completed survey received in office: 28 July, 1944

Reported to Nautical Chart Section:

Reviewed: *L. N. Mahin 3/10/47* Applied to chart No. ³²⁰ 313 (Reconst) Date: ^{12 June, 1948} 13 Sept. 1948
209 ^{3 Mar 1949}

Redrafting Completed: May 1948

Registered: 21 Sept. 1948

Published: July, 1948.

Compilation Scale: 1:9,700

Published Scale: 1:10000

Scale Factor (III): 1.0309

Geographic Datum (III): N. A. 1927

Datum Plane (III): Mean Sea Level *H. W.*

Reference Station (III): THOMASTON, SILVER WATER TANK, 1934, ~~1949~~

Lat.: 44° 04' 47.219" 1457.4m Long.: 69° 11' 42.993" 956.6m Adjusted
~~Standard~~

State Plane Coordinates (VI): Maine, East Zone

X = 317,301.11 feet

Y = 90,601.57 feet

Military Grid Zone (VI)

PHOTOGRAPHS (III)
(Metal Mounted)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
*7142 & 7143	10/20/41	11:46 A.M.	1:10,000	9.1 ft. above M.L.W.
*7144 to 7146 Inc.	10/20/41	11:53 A.M.	1:10,000	8.8 ft. above M.L.W.
*7148 & 7149	10/20/41	12:15 P.M.	1:10,000	7.8 ft. above M.L.W.
*7181 to 7183 Inc.	10/21/41	9:47 A.M.	1:10,000	10.3 ft. above M.L.W.
**7209 to 7211 Inc.	10/21/41	10:10 A.M.	1:10,000	11.4 ft. above M.L.W.
**7229 & 7230	10/21/41	10:25 A.M.	1:10,000	11.5 ft. above M.L.W.

Tide from (III): Predicted Tide tables, Atlantic Ocean, 1941, Reference Station Portland, Me., with corrections to *Thomaston, St. George River, Maine, and **Dyer Point, Weskeag River, Me. **Mean Range:** * 9.3' ** 9.6' **Spring Range:** * 10.6' ** 10.9'

Camera: (Kind or source) U. S. Coast and Geodetic Survey nine lens camera (focal length 8 $\frac{1}{4}$ ") All negatives are on file in the Washington Office

Field Inspection by: Lieut. Comdr. Henry O. Fortin **date:** Season 1943
Season's Field Inspection Report previously submitted

Field Edit by: **date:**

Date of Mean High-Water Line Location (III): As of the photographs taken on 10/20/41 and 10/21/41, supplemented by the field inspection data obtained in 1943

Projection and Grids ruled by (III) P. J. H., **date:** 10/28/43
Washington Office

" " " checked by: B. R. C., Washington Office **date:** 11/1/43
Overlap checked by: R. M. B., Washington Office **date:** 11/2/43
Control plotted by: Donald M. Brant **date:** 11/30/43

Control checked by: A. L. Goncharsky **date:** 12/14/43

Radial Plot by: W. E. Schmidt **date:** January 1944

Detailed by: William O. Norris (shoreline-rough draft) **date:** 2/8/44 - 4/20/44

William O. Norris (interior-rough draft)

Reviewed in compilation office by: Harry R. Rudolph **date:** 5/13/44 - 7/27/44

(shoreline & adjacent culture)

Harry R. Rudolph (interior)

date: April 1944

Elevations on ~~Field Edit Sheet~~

checked by: *K. N. Maki*

date: July 1944

date: 3/10/47

STATISTICS (III)

Land Area (Sq. Statute Miles): 27.2

Shoreline (More than 200 meters to opposite shore): 4.5 Statute miles

Shoreline (Less than 200 meters to opposite shore): Measured along center line of streams 10.2 Statute miles

Number of Recoverable Topographic Stations established: ⁺⁺13

Number of Temporary Hydrographic Stations located by radial plot: 110

*Number of positions of Bench Marks determined by the radial plot 8

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: *Of these one is also a recoverable topographic station

++Of these stations, one "Center of Barn, most southerly of a group on hillside" is recommended for topographic use only

26 CONTROL:

There are 51 horizontal control stations appearing on the Map Drawing for Survey No. T-8000. They consist of 14 U. S. Coast and Geodetic Survey Triangulation Stations, one of which has been identified by a Field Inspection Point; 27 U. S. Engineers Triangulation Stations, seven of which have been identified by Field Inspection Points; and 10 Maine State Traverse Stations, which are also Bench Marks. All of the triangulation and traverse stations have been shown on the Map Drawing with the conventional triangulation symbol, while the F.I.P.'s have been shown with small black acid ink squares.

The following 19 horizontal control stations lie within the detail limits of the Map Drawing:

Seven U. S. Coast and Geodetic Survey triangulation stations

- ~~BROWNS HILL, 1863~~ No recovery in 1943 (Lost 1934)
- ✓ ONE STORY OCTAGONAL CUPOLA, 1860, r.1943
- ✓ LOW SPIRE OF SMALL CHURCH, 1860 (same as "THOMASTON CHURCH NO. 5, 1860) r.1943
- ✓ THOMASTON, TALL SPIRE, EAST PART OF TOWN, 1860, r.1934, r.1943
- ✓ THOMASTON, CEMENT MILL, NORTH STACK, 1934, r.1943
- ✓ THOMASTON, CEMENT MILL, SOUTH STACK, 1934, r.1943
- ✓ THOMASTON, SILVER WATER TANK, 1934, r.1943 (aeronautical landmark)

Six U. S. Engineers Triangulation Stations

- ✓ *RINGBOLT, (U.S.E.) r.1943 (F.I.P. "Ring")
- ✓ *BOULDER, (U.S.E.) r.1943
- ✓ *GRANITE, (U.S.E.) r.1943 (F.I.P. "Gran")
- ✓ *ROCK, (U.S.E.) r.1943 (F.I.P. "Kcor")
- ✓ *NORTH BASE (U.S.E.) r.1943
- ✓ *SOUTH BASE (U.S.E.) r.1943

*Shown as Recov.
Topo. stations on
manuscript. Located
by radial line plots.
See review report.*

Six Maine State Traverse Stations, which are also bench marks

26 CONTROL: (Continued)

- ✓ Monument No. 188, 1934-35, r.1943 MGS -
- ✓ Monumeht No. 189, 1934-35, r.1943 -
- ✓ Monument No. 190, 1934-35, no recovery in 1943 -
- ✓ Monument No. 191, 1934-35, r.1943 -
- ✓ Monument No. 192, 1934-35, r.1943 .
- ✓ Monumeht No. 193, 1934-35, r.1943 -

The following 32 horizontal control stations fall just outside the detail limits of the Map Drawing:

Seven U. S. Coast and Geodetic Survey Triangulation Stations

- RED SCHOOLHOUSE CHIMNEY, 1859, r.1943
- **INGRAHAM HILL, 1859, 1934, r.1943
- ROCKLAND METHODIST CHURCH, 1859, r.1943
- ROCKLAND CATHOLIC CHURCH, 1859, r.1943
- ROCKLAND UNIVERSALIST CHURCH SPIRE, 1859, r.1943
- SMITH, 1860, r.1934, r.1943 (F.I.P. "Tims")
- ROCKLAND FIRST CHURCH OF CHRIST SCIENTIST, 1934, r.1943

Twenty-one U. S. Engineers Triangulation Stations

- G (U.S.E.) r.1943
- H (U.S.E.) r.1943
- J (U.S.E.) r.1943 (F.I.P. "Jig")
- N-1 (U.S.E.) r.1943
- O (U.S.E.) r.1943
- P (U.S.E.) r.1943 (F.I.P. "Bick")
- R (U.S.E.) r.1943
- S (U.S.E.) r.1943
- T (U.S.E.) r.1943
- T-1 (U.S.E.) r.1943
- U (U.S.E.) r.1943
- V (U.S.E.) r.1943
- W (U.S.E.) r.1943
- X (U.S.E.) no recovery in 1943
- *HOSPITAL (U.S.E.) r.1943 (F.I.P. "Hos")
- INNER POINT LEDGE (U.S.E.) r.1943
- LANDING (U.S.E.) r.1943
- LOON (U.S.E.) r.1943

Bench Marks:

Z-17
A-18
B-18
L-18
M-18
N-18

St. George River (Me)

1st (U.S.G.S.)

2 (U.S.E.)

(fm 624)

...

...

...

26 CONTROL: (Continued)

N.H. HAVEN (U.S.E.) r.1943 (F.I.P. "Hav")
OLD P (U.S.E.) r.1943
UNDERWOOD (U.S.E.) no recovery in 1943

Four Maine State Traverse Stations, which are also bench marks

Monument No. 185, 1934-35, r.1943
Monument No. 194, 1934-35, r.1943
Monument No. 196, 1934-35, r.1943
Monument No. 197, 1934-35, r.1943

*These stations were field identified by the Field Inspection Sub-Party of 1943, but could not be used to control the radial plot because only local grid coordinate positions were available. The method used to plot these stations and the results obtained have been fully discussed under side heading 26 of the Descriptive Report for Map Drawing, Survey No. T-8001, previously submitted.

**This station was identified by an F.I.P. Field Inspection data were inadequate. Position of F.I.P. could not be computed, and therefore could not be used to control the plot.

The U. S. Coast and Geodetic Survey triangulation station "CENTER OF DARK BARN ON HILLSIDE, 1860", as identified on the field photographs by the Field Inspection Sub-Party, could not be "held to" in the radial plot. The "CENTER OF BARN MOST SOUTHERLY OF GROUP ON HILLSIDE" has been radially plotted and shown with a $2\frac{1}{2}$ mm black acid ink circle. Form 524 is being submitted.

27 RADIAL PLOT:

An individual plot was laid for the area of Survey No. T-8000. No celluloid templates were used, the photographs being oriented directly under the Map Drawing Projection. Satisfactory results were obtained. The

27 RADIAL PLOT: (Continued)

facts pertaining to the radial plot have been fully brought out in the report on the individual radial plots for the areas of Surveys Nos. T-5625, T-8000 to T-8003, Inclusive, and T-8007 to T-8011, Inclusive, included as an appendix to the Descriptive Report for Map Drawing, Survey No. T-8002, previously submitted.

28 DETAILING:

The Map Drawing for Survey No. T-8000 has been compiled in accordance with instructions. The topographic features have been detailed from portions of metal mounted nine lens photographs, which were supplemented by the field inspection data. Symbolization is in accordance with the conventional topographic symbols.

The area of Survey No. T-8000 was well covered by photography, the number and distribution of the photographs being adequate for detailing. The field inspection data were also adequate, unless otherwise mentioned in subsequent paragraphs of this report. The scales of the photographs and the Map Drawing, for the most part, were in good agreement. However, the vertical projector was used for detailing a few small areas within the detail limits of the Map Drawing.

The main bodies of water appearing on the Map Drawing are portions of the St. George, Weskeag, and Oyster Rivers. The land area is mainly wooded. There are, however, several farm areas, a few villages, and the town of Thomaston, which could not be considered a congested urban district.

Along the shore line of the St. George River there are rock bluffs, marsh areas, and also several wooded areas. Along the shore line of Oyster River there are, for the most part, wooded areas with several stretches of rock bluff and marsh areas.

28 DETAILING:

Along the Weskeag River there are, for the most part, marsh areas except for one small portion which is a wooded area.

The radially plotted positions of Recoverable Topographic Stations, temporary hydrographic stations and minor detail points, considered relatively strong, have been shown on the glossy side of the Map Drawing with small single blue ink circles, while the relatively weak positions of such points have been shown with small green ink circles.

All notes pertinent to the compilation of the Map Drawing, except the heights of bluffs, have been lettered on the Map Drawing.

An overlay sheet for Map Drawing, Survey No. T-8000 has been made, upon which has been noted the limits and heights of bluffs along the shore line.

All roads, within the area of the Survey are to be considered 0.6 mm in width, unless otherwise noted on the Map Drawing. Trails have been shown with the conventional symbol, accompanied by the note "Trail."

All public buildings within the area of the Survey have been detailed in accordance with the field inspection data and shown on the Map Drawing with the conventional symbols, accompanied by descriptive notes where thought to be necessary for clarification. All other buildings, except small outbuildings and those buildings whose images were not visible on the photographs, have been shown on the Map Drawing with the conventional symbol.

The field inspection data pertaining to the investigation of drainage for the area of the Survey, were inadequate. For the most part, the character and location of the drainage were determined by stereoscopy at the Baltimore Compilation Office.

28 DETAILING: (Continued)

The street and road names, highway route numbers, and road classifications, appearing on the Map Drawing, are in accordance with the field inspection data.

Notes pertaining to several features within the detail limits of the Survey, could not be lettered on the Map Drawing at the positions of the detailed features because of congestion of details. Such notes have been lettered on the Map Drawing just outside its eastern detail limits. Suitable cross reference notes have been added.

30 MEAN HIGH-WATER LINE:

The Mean High-Water Line (firm ground), which for the most part was definitely identified and delineated upon the field photographs by the Field Inspection Sub-Party, has been shown on the Map Drawing with a full heavy-weight black acid ink line. That part of the Mean High-Water Line (firm ground), which was not definitely identified, but was delineated upon the field photographs with a dashed line by the Field Inspection Sub-Party, has been shown on the Map Drawing with a dashed heavy-weight black acid ink line, accompanied by the note "Approximate position of Mean High-Water Line."

The outer limits of marsh areas bordering the Mean High-Water Line, as identified and delineated on the field photographs by the Field Inspection Sub-Party, has been shown with a full light-weight black acid ink line.

31 LOW-WATER AND SHOAL LINES:

No part of the Mean Low-Water Line could be detailed, either from the field inspection data or office interpretation of the photographs.

The approximate outer limits of shoal areas bordering the Mean High-Water Line have been detailed

31 LOW-WATER AND SHOAL LINES: (Continued)

in accordance with the field inspection data, and shown on the Map Drawing with a dashed light-weight black acid ink line, accompanied by the note "Shoal," lettered within the included area.

The only grass-in-water area which was visible on the photographs and which was identified by the Field Inspection Sub-Party, is along Oyster River approximately 2 miles north of its mouth. It has been shown with the conventional symbol.

32 DETAILS OFFSHORE FROM THE MEAN HIGH-WATER LINE:

The details offshore from the Mean High-Water Line appearing on the Map Drawing consist of rocks, piling, the approximate position of rocks, shoal areas, logs awash at Mean Low-Water, and submerged logs. The existence of all such features was verified by the Field Inspection Sub-Party.

The extent to which such features bare at Mean Low-Water or Mean High-Water, has been shown by notes lettered on the Map Drawing, where noted by the Field Inspection Sub-Party.

33 WHARVES AND SHORE LINE STRUCTURES:

The existence of wharves, piers, marine railways, retaining walls and all other shore line structures, located within the area of the Survey, have been verified by the Field Inspection Sub-Party. Such features have been shown on the Map Drawing with the conventional symbols, accompanied by descriptive notes.

34 LANDMARKS, FIXED AIDS TO NAVIGATION AND AERONAUTICAL AIDS:

The position of a recommended landmark, "STACK square brick," has been determined by radial intersection and shown on the Map Drawing with a $2\frac{1}{2}$ mm. black acid ink circle, accompanied by its name and the note "Landmark."

34 LANDMARKS, FIXED AIDS TO NAVIGATION AND AERONAUTICAL AIDS: (Cont'd.)

+ The position of the charted fixed aid to navigation, "Beacon, St George River", has been redetermined by radial intersection, and has been shown on the Map Drawing with a $2\frac{1}{2}$ mm. black acid ink circle, accompanied by its name and the note, "Fixed aid to navigation."

The position of a recommended aeronautical aid, "TOWER, Radio, Maine State Police Station in Thomaston," has been determined by radial intersection, and has been shown with a $2\frac{1}{2}$ mm. black acid ink circle, accompanied by its name and the note, "Aeronautical Aid."

The position of a recommended aeronautical aid, "TANK, WATER, SILVER," (same as triangulation station, "THOMASTON SILVER WATER TANK, 1934"), was previously determined by triangulation by the Bureau, and has been shown with the conventional triangulation symbol, accompanied by the note "Aeronautical Aid."

Form 567 for the four afore-mentioned stations, was submitted to the Washington Office on April 21, 1944.

The positions of the three following recommended landmarks have been previously determined by triangulation by the Bureau and have been shown on the Map Drawing with the conventional triangulation symbol, accompanied by the note, "Landmark."

STACK, White, concrete (same as triangulation station "Thomaston, Cement Mill, S. Stack 1934")

STACK, White, concrete (same as triangulation station "Thomaston Cement Mill, N. Stack, 1934")

SPIRE, White, Church (same as triangulation station "Thomaston, Tall Spire, E. part of town, 1860")

Form 567 is being submitted for the three above-mentioned landmarks. *filed under Ch. Letters 283-44 + 543-44*

+ The existence of this charted fixed aid to navigation has been verified by the Field Inspection Sub-Party.

35 HYDROGRAPHIC CONTROL:

The selected hydrographic control for the area of the Survey consists of 12 Recoverable Topographic Stations and 110 temporary hydrographic stations. Their positions have been determined by the radial plot and shown on the Map Drawing with 2½ mm. black acid ink circles, unless otherwise noted in subsequent paragraphs.

The numbers and names of the Recoverable Topographic Stations and the numbers of the temporary hydrographic stations have been lettered on the Map Drawing. The Recoverable Topographic Stations have been identified by the note, "Recoverable Topographic Station" lettered on the Map Drawing.

The numbers, names and descriptions of the Recoverable Topographic Stations, and the numbers and descriptions of the temporary hydrographic stations have been compiled in a list. Two copies of this list were previously submitted to the Washington Office on April 21, 1944. An additional copy is being submitted herein.

Form 524 was previously submitted to the Washington Office on April 21, 1944, for the following 12 Recoverable Topographic Stations:

<u>No.</u>	<u>Name</u>
1584	St. George River Beacon (Fixed aid to Navigation)
1596	Guard House S.W. corner of Prison
1607	E. Gable, White Barn with Cupola
1624	E. Gable, Red Barn with Large Door
1639	W. Gable White House
1649	Square Brick Stack (Landmark)
1660	S. Gable White House Westerly Section
1662	S.W. Gable Gray Barn on Hill
1747	W. Gable White House with Three Small Windows
4482	Radio Tower, State Police Station (Aeronautical landmark)

35 HYDROGRAPHIC CONTROL: (Continued)

<u>No.</u>	<u>Name</u>
4495	W. Gable Highest Part Red Barn
	* B. M. No. 2 (U.S.E.)
	<i>Center of Barn, Most Southerly of a group on Hillside</i> TS

*This station was not shown on the Map Drawing because of its proximity to U. S. Engineers triangulation station, "RINGBOLT" (U.S.E.). Position determined graphically from the field inspection data and the radially plotted position of U. S. Engineers triangulation station, "RINGBOLT." *(It is on the published map)* ~~TS~~

36 LANDING FIELDS:

There are no landing fields within the area of Survey No. T-8000.

37 JUNCTIONS:

Satisfactory junctions, interior and shore line details, have been made with Map Drawing, Surveys Nos. T-5625 to the North, T-8009 to the East, T-8001 to the South, and T-5624 to the West, with the following two exceptions:

A road at approximately Latitude $44^{\circ} 05' 27''$ and ~~OK~~ ~~TS~~ Longitude $69^{\circ} 15' 00''$, and a telephone line, stream and tree line at approximately Latitude $44^{\circ} 07' 20''$ ~~OK~~ ~~TS~~ and Longitude $69^{\circ} 15' 00''$, should be corrected on Map Drawing Survey No. T-5624, in accordance with the detail shown inside the areas as outlined with red ink lines on Map Drawing Survey No. T-8000.

The above corrections appear within the North-east portion (position of detailed features relatively weak) of Map Drawing, Survey No. T-5624, mentioned in the descriptive report for that Survey previously submitted.

38 GEOGRAPHIC NAMES:

The geographic names for the area of Survey No. T-8000 were investigated by the Field Inspection Sub-Party in accordance with Paragraph No. 8 of the "Instructions for Field Inspection, Project No. C.S. 272," dated April 20, 1943. The data obtained by the investigation were submitted to the Baltimore Compilation Office in the form of a special geographic name report, which is being retained for use in the compilation of other Map Drawings. The names appearing on the Map Drawing are in accordance with the field inspection data, and also in accordance with additional data obtained from the best known sources available for use by the Baltimore Compilation Office.

Alphabetical lists of the disputed and undisputed geographic names pertaining to the area of the Survey, are submitted herein.

39 TELEPHONE AND POWER LINES:

Two portions of a telephone line have been detailed in accordance with the field inspection data and shown on the Map Drawing with the conventional symbol, accompanied by a note.

A power line has been detailed in accordance with the field inspection data and shown on the Map Drawing with the conventional symbol, accompanied by the note, "Power Line."

40 BRIDGES:

Twenty bridges, and the ruins of another, appear on the Map Drawing for Survey No. T-8000. Their existence was verified by the 1943 Field Inspection Sub-Party. They have been detailed in accordance with the field inspection data and shown on the Map Drawing with the conventional symbol, accompanied by pertinent notes.

Data pertinent to six of the bridges are recorded in the restricted "List of Bridges over Navigable Waters

40 BRIDGES: (Continued)

of the United States", revised to July 1, 1941. Of these, one known as the Rockland, Thomaston, and Camden Street Railway Company Bridge, which crosses the Oyster River approximately two miles west of Thomaston, Maine, is now in ruins with only the old piers remaining. The old piers have been detailed in accordance with the field inspection data and shown on the Map Drawing with the conventional symbol, accompanied by a pertinent note. The remaining fifteen bridges are believed to be of no navigational importance.

The major differences between the data submitted by the Field Inspection Sub-Party and the data recorded in the restricted "List of Bridges over the Navigable Waters of the United States," revised to July 1, 1941, are as follows:

1. Highway Bridge over St. George River at
Thomaston

From field inspection (1943)	From list of Bridges
Type Concrete & Steel, Draw in Center	Bascule
Center Span 50.5 ft.	42.75 ft.

2. Maine Central Railroad Bridge at South
Warren approximately 2 miles west of Thomaston,
over St. George River

From field inspection (1943)	From list of Bridges
Channel spans 32.8 ft. between piers	40 ft. center span

3. State Highway Bridge at South Warren over
St. George River, approximately 2 miles west of
Thomaston and north of the Maine Central Railroad
Bridge

From field inspection (1943)	From list of Bridges
Channel spans 162.7 ft. between Low-Water Lines	195.8 ft.

40 BRIDGES: (Continued)

4. Maine Central Railroad Bridge over
*Mill Creek at Thomaston

From field inspection (1943)

From list of Bridges

Type Fixed steel trestle

Swing

*Called "Mill River" on U. S. Coast and Geodetic
Survey Chart No. 312

A wooden Highway Draw Bridge over the St. George River at South Warren, approximately 2 miles west of Thomaston and just south of the Maine Central Railroad Bridge, has been reported as being "abandoned" by the Field Inspection Sub-Party. (i.e., "draw" abd.)
#5

41 RECOMMENDATIONS FOR FUTURE SURVEYS:

The positions of the planimetric details appearing on the Map Drawing are believed to be within the limits of satisfactory accuracy. The compilation is complete with respect to all detail needed for charting or the preparation of a planimetric map, and no future surveys are recommended.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Rockland, Maine, (15') U.S.G.S., scale 1:62,500, edition of 1906, reprinted 1938.

Since the scale difference between the Map Drawing and the above-mentioned quadrangle was very large, comparison of small planimetric details could not be readily made. By visual comparison, however, the following differences were apparent:

A larger number of houses appears on the Map Drawing.

(a,b) More roads are shown on the Map Drawing

(a,b) The location of common roads is in disagreement.

(a,b) A power line in the vicinity of Thomaston appears on the Map Drawing.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES: (Continued)

- (a,b) An electric railroad from Warren to Thomaston, and extending eastward to Rockland, has been abandoned and only the location of the old roadbed has been shown on the Map Drawing, in accordance with the field inspection data.
- (a,b) A telephone line appears on the Map Drawing in the vicinity of the village of Warren.
- (b) For the most part, marsh areas along the St. George River between South Warren and Warren, and also along the Oyster River between South Warren and the East and West branches of the Oyster River, do not appear on the quadrangle.
- (b) Marsh areas located along the northern parts of the Meadow and Branch Brooks, do not appear on the quadrangle.
- (a,b) Several small piers do not appear on the quadrangle.
- (a,b) The shore line as shown on the Map Drawing, is more irregular.
- (a,b) The Rockland, Thomaston, and Camden St. Railway Company Bridge located at approximately Latitude $44^{\circ} 05.1'$ and Longitude $69^{\circ} 12.8'$, has been abandoned and is now in ruins with only the old piers remaining.
Two wooden bridges crossing Marsh Brook, do not appear on the quadrangle.
A road extending from Willis Corners northeast to approximately Latitude $44^{\circ} 07.4'$ and Longitude $69^{\circ} 09.1'$, appears as a Trail on the Map Drawing.
A highway bridge crossing the St. George River just north of the Maine Central Railroad Bridge at Thomaston, does not appear on the quadrangle.
- (a) These differences also apply to Nautical Chart No. 312.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES: (Continued)

(b) These differences also apply to Nautical Chart No. 1203.

45 COMPARISON WITH NAUTICAL CHARTS:

Chart No. 312, scale 1:40,000, published at Washington, D. C., July 1929, reissued February, 1939, corrected to March 23, 1943.

Because of the scale differences between the Map Drawing and the above-mentioned Chart, comparison of small planimetric details could not be readily made. By visual comparison, however, the following differences were apparent:

No buildings appear on the Chart

A larger area of interior detail appears on the Map Drawing

A rock bluff symbol has been shown on the Map Drawing, along both shores of the St. George River, in accordance with the field inspection data

A dirt bluff symbol appears on the Chart

(c) A reef located at approximately Latitude $44^{\circ} 04.2'$ and Longitude $69^{\circ} 10.1'$, does not appear on the Map Drawing

(c) This difference also applies to Chart No. 1203

For other differences see side heading No. 44, noted thusly (a).

Chart No. 1203, scale 1:80,000, published at Washington, D. C., June, 1936, reissued April, 1938, corrected to September 2, 1942.

Because of the scale difference between the Map

45 COMPARISON WITH NAUTICAL CHARTS: (Continued)

Drawing and the above-mentioned chart, comparison of small planimetric details could not be readily made. By visual comparison, however, the following differences were apparent:

No buildings appear on the chart.

A larger area of interior detail appears on the Map Drawing.

A rock bluff symbol has been shown on the Map Drawing along both shores of the St. George River, in accordance with the field inspection data. A dirt bluff symbol appears on the chart.

The full extent of the Oyster River appears on the Map Drawing.

For other differences see side heading No. 44, noted thusly, (b) and those noted thusly (c) under comparison with chart No. 312.

Respectfully submitted:
July 25, 1944

William O. Norris
William O. Norris
Photogrammetric Aid

Compilation and Descriptive
Report Reviewed by:

Harry R. Rudolph
Harry R. Rudolph
Sr. Photogrammetric Aid

Supervised by:

Walter E. Schmidt
Walter E. Schmidt
Asst. Photogrammetric Engineer

Approved and Forwarded:
July 28, 1944

Fred. L. Peacock
Fred. L. Peacock
Chief, Air Photographic Party No. 2

IDENTIFICATION REPORT
OF THE HORIZONTAL CONTROL FOR THE AREA OF
SURVEY NO. T-8000

Browns Hill 1863 Not recovered
*One story Octagonal Cupola, 1860. Not identified. Pricking positive
Large White House, Center of Chimney, 1860. Not found*
*Low Spire of Small Church, 1860. Same as Thomaston Church No.
5, 1860. Not identified. Pricking positive
Thomaston Church No. 8, 1860. Lost
Thomaston, Tall Spire, East Part of Town, 1860. Recovered.
Pricking positive
Thomaston, Tall White Spire, 1860. Not identified. Pricking positive
Thomaston, Cement Mill, North Stack, 1934. Recovered. Pricking
positive
Thomaston Church No. 5, 1860. Lost
Thomaston, Cement Mill, South Stack, 1934. Recovered. Pricking
positive
Thomaston, Low Spire with Dome Roof, Clocked-faced, 1860. Lost
Thomaston, Silver Water Tank, 1934. Recovered. Pricking positive
Thomaston, 2 story Octagonal Spire with Pillars, 1860. Lost
Ringbolt, (U.S.E.) Recovered. Pricking positive
South Thomaston, White Spire, 1859. Lost
Boulder (U.S.E.) Recovered. Pricking of reference points positive
Fisherman's East Gable, 1863. Lost
Farmhouse, Center of Chimney, 1863. Lost
Granite (U.S.E.) Recovered. Pricking may be off 1.0 meter
Rockland Baptist Church Spire, 1859. Lost. See Form 524
Rock, (U.S.E.) Recovered, pricking doubtful by about 1.0 meter
Rockland Steam Mill, Tall Chimney, 1860. Not identified. Pricking
positive
North Base (U.S.E.) Recovered. Pricking positive
White Spire, Vane Hearts & Arrows, 1859. Lost. See Form 524
South Base (U.S.E.) Recovered. Pricking positive
Monument No. 187, 1934-35. Recovered. Pricking positive
Monument No. 186, 1934-35. Recovered. Pricking positive
Monument No. 188, 1934-35. Recovered. Pricking positive
Monument No. 189, 1934-35. Recovered. Pricking positive
Monument No. 190, 1934-35. Not recovered
Monument No. 191, 1934-35. Recovered. Pricking positive
Monument No. 192, 1934-35. Recovered. Pricking positive
Monument No. 193, 1934-35. Recovered. Pricking positive

IDENTIFICATION REPORT (Continued)

Red Schoolhouse Chimney, 1859. Not identified. Pricking positive
*Ingraham Hill, 1859. Recovered. (Pricking may be off several
meters due to magnetic azimuths
Rockland Methodist Church, 1859. Not identified. Pricking
positive
*Rockland Catholic Church, 1859. Not identified. Pricking
positive
Rockland Congregational Church, 1859. Not identified. Pricking
positive
Rockland Universalist Church Spire, 1911. Recovered. Pricking
positive
Rockland Church Cupola, 1859. Not identified. Pricking positive
Smith, 1860. Recovered. Pricking doubtful in distance by 1
meter, 2' in azimuth
Rockland First Church of Christ Scientist, 1934. Not identified.
Pricking positive
Center of Dark Barn on Hillside, 1860. Not identified. Pricking
positive
Monument No. 185, 1934-35. Recovered. Pricking positive
Monument No. 194, 1934-35. Recovered. Pricking positive
Monument No. 196, 1934-35. Recovered. Pricking positive
Monument No. 197, 1934-35. Recovered. Pricking positive
*Hospital (U.S.E.) Not identified. Pricking positive
G (U.S.E.) Recovered. Not pricked on photographs
H (U.S.E.) Recovered. Pricking positive
J (U.S.E.) Recovered. Pricking positive
N-1 (U.S.E.) Recovered. Pricking positive
O (U.S.E.) Recovered. Not pricked on photographs
P (U.S.E.) Recovered. Pricking positive
R (U.S.E.) Recovered. Pricking positive
S (U.S.E.) Recovered. Not pricked on photographs
T (U.S.E.) Recovered. Pricking positive
T-1 (U.S.E.) Recovered. Not pricked on photographs
U (U.S.E.) Recovered. Pricking positive
V (U.S.E.) Recovered. Pricking positive
W (U.S.E.) Recovered. Not pricked on photographs
X (U.S.E.) Not recovered. Probable site not located on
photographs

Inner Point Ledge (U.S.E.) Recovered. Not pricked on
photographs
Landing (U.S.E.) Recovered. Pricking positive

IDENTIFICATION REPORT (Continued)

Loon (U.S.E.) Recovered. Pricking positive
N. H. Haven (U.S.E.) Recovered. Pricking positive
Old P (U.S.E.) Recovered. Not pricked on photographs
Underwood (U.S.E.) Not recovered.

*See Recovery Card.

Submitted
August 12, 1943 and October 31, 1943
Lieut. Comdr. Henry O. Fortin
U.S.C. & G.S.

COAST OF MAINE
ST. GEORGE RIVER - THOMASTON to WARREN
WESKEAG RIVER - OYSTER RIVER - MARSH BROOK

Project No. CS - 272
Part of Sub-Project No. CS-272-C

List of the names, numbers, and descriptions of
Recoverable Topographic Stations, and the numbers and
descriptions of the temporary hydrographic stations
appearing on Map Drawing Survey No. T-8000.

*Number of temporary hydrographic stations	110
**Number of Recoverable Topographic Stations	<u>12</u>
Total number of stations	122

*Two of these stations are also triangulation stations.
**One of these stations has not been shown by symbol
on the Map Drawing because of its proximity to
triangulation station Ringbolt (U. S. E.)

Listed by:

Harry R. Rudolph
Harry R. Rudolph

Checked by:

Michael G. Misulia
Michael G. Misulia

No.	Description
1584	"St. George River Beacon"
	The station is the top of the white skeleton tower on gray granite base, on the W. side of channel of the river, just south of Thomaston. Aid to Navigation. Recoverable Topographic Station. fm 524
1585	Old 30' pole N. W. of large boathouse.
1586	Chimney on S. end of large boathouse on N. side of basin.
1587	E. gable of gray shingled warehouse.
1588	S. gab. gray shingled 2 story boathouse W. of Dunn and Elliot purple colored warehouse. The boathouse has a chimney in center.
1589	E. tip of largest bare spot of ledge in back of pt. S. of lift bridge. Same as triangulation station "Ringbolt U. S. E."
1590	Largest brown boulder S. E. of pt. 4.6 meters from tree line. Same as triangulation station "Boulder U. S. E."
1591	Top of bridge tower E. side.
1592	W. corner of stone piling. Highest of two.
1593	40' evergreen 8 meters from bank on S. side of river.
1594	15' bushy deciduous tree halfway between another bushy tree at edge of bank and small cliff at edge of bank.
1595	Tip of grass on E. tip of small bight.
1596	"Guard House S. W. Corner of Prison."
	The station is the guard house on the S. W. corner of the Maine State Prison in the town of Thomaston. Recoverable Topographic Station. fm 524

- No.
- 1597 Over-hanging 20' birch on N. side of river.
 - 1598 Two log pilings on point.
 - 1599 45' spruce grown over ledge.
 - 1600 45' spruce with earth being washed from beneath it.
 - 1601 N. E. tip of brush and tree line on ledge point.
 - 1602 12' over-hanging birch leaning at 45° out over grass patch in cove.
 - 1603 S. point of grass line W. of stream.
 - 1604 Grass in crack of ledge point.
 - 1605 Top of northernmost ledge. Two rocks are 7 meters north of it.
 - 1606 Tip of ledge point at H. W. L. Two more points 15 meters to the N. E.
 - 1607 "E. Gab. White Barn with Cupola."
- The station is the E. gable of a white barn with cupola in center of roof; just E. of State Highway No. 220 and about 380 meters W. of the M. H. W. Line. The station is located approximately $\frac{1}{2}$ mile south of the Maine Central Railroad Bridge across the St. George River. Recoverable Topographic Station. *fm 524*
- 1608 Bush S. E. of fence on north bank of river.
 - 1609 S. E. gable in center of white barn with blue roof.
 - 1610 N. E. tip of brush in field.
 - 1611 Southernmost clump of 12' birches.
 - 1612 Top of ledge at grass line, south of.
 - 1613 Tip of grass on S. E. side of stream entrance.
 - 1614 S. gable of white 2-story house with red brick foundation.

- No.
- . 1615 Top tall chimney on W. corner of black tar papered boathouse.
 - . 1616 E. gable barn. White house N. of barn.
 - . 1617 S. gable of green house N. of old bridge.
 - 1618 Transformer on tel. pole on W. end of bridge.
 - . 1619 Tip of grass on N. side of mouth of stream.
 - . 1620 Break in grass on outside edge of curve.
 - . 1621 10' birch tree on embankment 30 meters E. of highway bridge.
 - . 1622 Break in grass S. of 50' bushy deciduous tree.
 - . 1623 Tip of grass on south side of entrance to stream.
 - . 1624 "E. Gab. Red Barn with Large Door."
- The station is the east gable of a red barn with a large door, and with a low building on east end of barn. Just north of the junction of State Highway No. 220 and U. S. Highway No. 1 at S. Warren. Recoverable Topographic Station. fm 524
- . 1625 Break in grass S. E. of large bushy deciduous tree.
 - . 1626 Break in grass 50 meters in front of large bushy pine tree.
 - . 1627 Mouth of ditch.
 - . 1628 West end of culvert under old railroad bed.
 - . 1629 West tip of grass in mouth of stream.
 - . 1630 Break in grass.
 - . 1631 Tip of grass at S. E. side of entrance to small stream.
 - . 1632 8' pine at edge of brush.

- No.
- ✓ 1633 Tip of grass at N. W. side of entrance to small stream
 - ✓ 1634 Break in grass. On opposite side of river is a large leaning pine.
 - ✓ 1635 Tip of grass on S. E. side of entrance to stream.
 - ✓ 1636 Break in grass. On opposite side are 3 large pine trees.
 - ✓ 1637 Tip of grass on E. side of entrance to stream.
 - ✓ 1638 Top center of rock with white top.
 - ✓ 1639 "W. Gab. White House."

The station is the west gable of a white house on the east bank of the river. A sharp point makes out in the river just south of the station. The station is approximately one mile south of the village of Warren. Recoverable Topographic Station. *fm 524*
 - ✓ 1640 Tip of grass on top of rock.
 - ✓ 1641 20' pine on point.
 - ✓ 1642 W. gable "L" shaped white 2-story house.
 - ✓ 1643 Rock on point.
 - ✓ 1644 Smaller of two overhanging pines.
 - ✓ 1645 40' pine with lower half of branches cut off.
 - ✓ 1646 Rocky point with bush on top.
 - ✓ 1647 South gable of long dark building.
 - ✓ 1648 Concrete light post on south side of bridge, 3rd from west end.
 - ✓ 1649 "Square Brick Stack."

The station is the 160 foot square brick stack, about 80 meters southwest of the St. George River

- No. bridge in Warren. This is also a landmark.
Recoverable Topographic Station. *fm 5-24*
- 1650 North gable of 2-story white house. Two barns are to the southwest.
- 1651 18 foot pine tree northwest of old shaggy pine.
- 1652 North tip of group of pines.
- 1653 South side of entrance of break in grass. /
- 1654 Southwest gable of red barn.
- 1655 Center of old railroad bridge at top of bank on southeast end.
- 1656 Tel. pole at northwest end of bridge.
- 1657 South gable of red house with white trim.
- 1658 Break in grass.
- 1659 Pine tree on east end of line of brush.
- 1660 "S. Gab. White Ho. W'ly section."
- The station is the south gable of a white house, on southwesterly section, about 275 meters northwest of small bridge across Oyster River and just on north side of State Highway No. 131. Recoverable Topographic Station. *fm 5-24*
- 1661 15 foot pine tree, half dead, in clearing.
- 1662 "S. W. Gable Gray Barn on Hill."
- The station is the southwest gable of a gray barn located on a hill about 275 meters west of the M. H. W. Line of Oyster River and just on the east side of a road. Recoverable Topographic Station. *fm 5-24*
- 1663 Break in grass east of small lone birch.
- 1664 Break in grass opposite large oak.

- No.
- 1665 Tip of grass on north side of entrance to stream.
 - 1666 Group of 15 foot birches south of pine tree.
 - 1667 Break in grass west of very large pine tree.
 - 1668 4 birches north of break in tree line.
 - 1669 Break in grass north of rapids.
 - 1670 Center of group of alder bushes west of 4 small spruce trees.
 - 1671 Break in grass.
 - 1672 7 foot bushy pine close to point.
 - 1673 Two 15 foot birches north west of clearing.
 - 1674 Two 12 foot spruces south of clearing 30 meters north of birch fence. On east end of knoll.
 - 1675 25 foot birch east of spruce.
 - 1676 Dark 45 foot spruce east of two birches.
 - 1677 Tip of grass on south side of entrance to stream.
 - 1678 Tip of grass on side of entrance to stream.
 - 1679 45 foot overhanging birch.
 - 1680 Old 30 foot deciduous tree southwest of clearing.
 - 1681 80 foot elm in clearing.
 - 1682 South gable of 3-story barn with flagpole.
 - 1683 Clump of bushes at mouth of ravine.
 - 1684 Mile post sign in middle of railroad bridge.
 - 1685 High water line center of bare bank (northeastern-most one)

No.

- ✓ 1686 South tip of bare spot on slope.
- ✓ 1687 East gable of green house with yellow trim.
- ✓ 1688 West gable of gray 2-story "L" shaped house with red west side.
- ✓ 1689 Lone 3 foot rock sticking just out of grass.
- ✓ 1690 5 foot brown boulder on ledge.
- ✓ 1732 West gable of gray barn with light colored door. It has a small hole under gable.
- ✓ 1740 Round top 3 foot brown rock.
- ✓ 1741 Cupola of white barn.
- ✓ 1742 North tip of break in brush line.
- ✓ 1743 Southernmost bush northwest of bare bank.
- ✓ 1744 Pointed 3 foot rock 4 meters from grass line on point.
- ✓ 1745 Easternmost railroad pier, at south face at high-water line.
- ✓ 1746 Second rock pier on west side of bridge at south side at high-water line.
- ✓ 1747 "W. Gab. Wh. Ho. with Three Small Windows."

The station is the west gable of a white house with three small windows, about 325 meters east of M. H. W. Line and just on the east side of State Highway No. 131. Recoverable Topographic Station. fm 524
- ✓ 4482 "Radio Tower - State Police Station."

The station is the square steel radio tower at the Maine State Police Station in Thomaston. It is held in place by guy wires and painted alternating red and white, and is about 125 feet high. Could

No.

be used as an aeronautical chart landmark.
Recoverable Topographic Station.

fm 524

- 4494 Center of small patch of brush in marsh on southwest side of Weskeag River.

- 4495 "W. Gab. Highest Part Red Barn."

The station is the west gable of the highest part of a red barn, just on the south side of a road leading towards South Thomaston, and at the head of the Weskeag River. Recoverable Topographic Station.

fm 524

- 4497 Base of 60 foot spruce tree on southwest side of the Weskeag River near head. Marshland to east of it. A hedge of trees leads to the westward from station.

- 4498 Base of most southerly small pine tree in group of small pines on southwest edge of field. Tree is 10 foot tall.

"B. M. No. 2 (U.S. E.)"

The mark is a drill hole in ledge, in center of chiseled triangle 10.0 meters S. W. of M. H. W. Line in E. tip of bare rock outcrop, directly across river from Dunn & Elliot Co., pier on W. shore of St. George River, S. W. of town of Thomaston, and 0.6 meters S. E. station "Ringbolt (U. S. E.)" Recoverable Topographic Station.

fm 524

~~Note: Above B. M. was not shown on Map Drawing Survey No. T-8000 because of its proximity to U. S. E. triangulation station "Ringbolt (U. S. E.)". The elevation above M. S. L. is unknown at this date 4/5/44.~~

GEOGRAPHIC NAMES

Undisputed

- ✓ • Branch Brook -
- ✓ • East Branch -
- ✓ • Marsh Brook -
- ✓ • Meadow Brook -
- ✓ • Oyster River -
- ✓ • Rockland -
- ✓ • St. George River -
- ✓ • South Warren -
- ✓ • Thomaston -
- ✓ • Warren -
- ✓ • West Branch -

- U.S. No. 1 -
- Maine Central -
- State 131 -
- State 137 -
- State 220 -

Names preceded by •
also approved. 2/2/48
L. Heck.

GEOGRAPHIC NAMES

Disputed

- ✓ • Mill River -
- ✓ • Weskeag River - (U.S.G.S. decision)
- ✓ • Willis Corners -

~~Mill Creek~~
~~Wessaweskeag River~~
~~Wiley Corners~~

Division of Photogrammetry
Review Report of
Planimetric Map Manuscript T-8000

Paragraph numbers used in this report refer to paragraph numbers in the descriptive report.

26. Control.

The positions of six U.S.E. triangulation stations, located in the immediate vicinity of Thomaston, were established by the radial line plot. These stations have been shown by red circles on the map manuscript.

The position of the local Engineer's grid was not determined definitely. The Compilation Office plotted this grid in a position based entirely on the radially plotted U.S.E. stations. The grid is shown in green ink on the map manuscript. *(not on published map) U.S.E. stations shown as Recon. Type $\frac{1}{5}$ stations on published maps. Radially plotted positions are of less than 3rd order accuracy.*

28. Detailing.

Very few additions or deletions were made on the map manuscript. The application of field data had been previously reviewed and most of the corrections had been applied at that time.

44. Comparison with Existing Topographic Quadrangles.

Rockland, Me., U.S.G.S., 1:62,500, 1906, 1938
Rockland, Me., U.S.E., 1:62,500, 1940

A comparison with the U.S.G.S. quadrangle is adequately described in the compilation report. The U.S.E. quadrangle is in general agreement with the map manuscript.

44a. Comparison with Previous Topographic Surveys.

T-1116	1:10,000	1868
T-1160	1:10,000	1870

The planimetric detail on the map manuscript supersedes all the same features on the previous topographic surveys in common areas.

44b. Comparison with Contemporary Hydrographic Surveys.

H-6968 1:10,000 1944

The low water line and offshore rocks in the vicinity of Thomaston are not shown on the map manuscript.

45. Comparison with Nautical Charts.

Chart No. 312	1:40,000	Oct. 5, 1946
Chart No. 1203	1:80,000	July 6, 1946

This map manuscript has been applied to nautical charts.

Reviewed by:

Reviewed under direction of:

K. N. Maki
K. N. Maki 3/10/47
Photogrammetrist

S. V. Griffith
S. V. Griffith *K.H.M.*
Chief, Review Section

APPROVED BY:

B. G. Jones
Technical Assistant to the
Chief, Div. of Photogrammetry

H. C. Edmonson
Chief, Nautical Chart Br.
Division of Charts

K. T. Adams
Chief, Div. of Photogrammetry

W. M. Sciffe
Chief, Division of Coastal
Surveys

NAUTICAL CHARTS BRANCH

SURVEY NO. *T8000*

Record of Application to Charts

[illegible]

M-216A-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.