

8122

8122

Form 504 Rev. June 1941	
DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
<i>Air Photographic</i> <i>Plane Table</i> <i>Hydrographic</i>	Survey No. <u>T-8122</u> (Field)
MARYLAND EDEN QUADRANGLE N3815 - W7537.5/7.5 T8122	
LOCALITY	
State <u>Maryland</u>	
General locality <u>Chesapeake Bay, Md.</u>	
Locality <u>Eden, Md.</u>	
 <u>1942</u>	
CHIEF OF PARTY	
<u>W. D. Patterson and</u>	
<u>Fred. L. Peacock</u>	

U. S. GOVERNMENT PRINTING OFFICE 315561

Wm. D. Patterson

DATA RECORD T-8122
PHOTOGRAPHS

T8122

NUMBER	DATE	TIME	SCALE	ALTITUDE	TIDE
*8665, 8666, 8667	4/14/42	11:00-11:02	1:20,000	Unknown	1.1' above M.L.W.
*8681, 8682	4/14/42	11:23-11:25	1:20,000	Unknown	1.2' above M.L.W.
**Single lens photos					
9-73, 9-75, 9-77	Unknown	Unknown	Enlarged from 60 to 20,000	Unknown	-----

Tide prediction table for Hampton Roads used and corrected for Salisbury, Md. Mean Range 3.0'; Spring Range 3.6'.

*U. S. Coast & Geodetic Survey, nine lens camera (focal length $8\frac{1}{4}$ ")

**Commercial contract, with special lens aerial mapping camera used. (focal length 4")

SUPPLEMENTAL SURVEYS

Chief of Party-----Comdr. Fred. L. Peacock
Projection by-----Wash. Office-----May 27, 1942
Projection Checked by-----Wash. Office-----May 27, 1942
Scale Plot by-----Jack L. Rihn-----May 25, 1942
Control Plotted by-----J. E. Deal-----June 1, 1942
Control Checked by-----J. Steinberg-----June 1, 1942
Radial Plot by-----J.E.Deal and J. Steinberg-----June 3, 4, 1942
Radial Points Pricked by-----J. Sunderland-----June 1942
Additional Points by-----J. P. Kubasco-----June 1942
Shoreline Inked by-----J. P. Kubasco & J. Steinberg-6/11/42 to 7/16/42
Detail Inked by-----J. P. Kubasco & J. Steinberg-8/1/42 to 8/25/42
Scale-----1:20,000-x-0.982=1:19640-----
Time Required for Detailing-----40 days

STATISTICS

Area Square Statute Miles-----58.5
Shoreline over 200 M. Wide-----3 miles
Shoreline under 200 M. Wide-----40 miles

REFERENCE STATIONS

Shad, Md., 1932

North American Datum 1927 (adj.)

Latitude 38° 20' 19.903" (613.7m.)
Longitude 75° 38' 18.694" (454.0m.)

Md. System of Plane Coord.

X = 1,190,507.97

Y = 187,013.31

DESCRIPTIVE REPORT
TO ACCOMPANY
AIR PHOTOGRAPHIC SURVEY SHEET NO. T-8122
MARYLAND
EDEN VICINITY

Date of Report

August 26, 1942

Instructions:

This rough draft map drawing is part of the Defense Mapping Project CS-278, instructions for which are contained in the Director's letter dated March 4, 1942. This map drawing falls within the sub-project division 278-B, covering the project area east of the 75° 48' meridian and north of the 38° parallel. Supplemental instructions are contained in inter-office correspondence of March 27 and June 5, 24, 1942.

Field Inspection:

Roads and woods classification, drainage, contours and elevations by Field Party No.2 under the direction of Lieut. Comdr. Wm. D. Patterson.

Photographs:

Photographs were taken with the U. S. Coast & Geodetic Survey, nine lens camera (focal length 8 $\frac{1}{4}$ "); Scale of 1:20,000. Photographs were taken by a commercial firm with a special single lens aerial mapping camera, (focal length 4"). These single lens photographs were taken at 60,000 scale and enlarged to 20,000 scale.

Control:

There are eight U. S. Coast & Geodetic Survey control stations that fall within the detailed limits of the map drawing. They are:

Greenhouse Stack,	1932	Gulf,	1932
Ferry,	1932	Siloam,	1932
Club,	1932	Homestead,	1932
Gravel,	1932	Shad,	1932

Seven control stations are on the outer bounds of the map drawing. They are:

Widgeon,	1932	Collins,	1932
Mud,	1932	Ward,	1932
Church,	1932	Normal,	1932
Haven,	1932		

Radial Plot:

A combined radial plot involving sheets T-8104, T-8105, T-8106, T-8121, T-8122, and T-8123, was run on June 3rd and 4th, 1942 by the usual celluloid template method. Sheets 8106 and 8121, which lie to the west of the 75° 45' meridian and are included in the Tampa Office project, were laid with

Radial Plot: (cont'd)

this plot to establish common control. The number of control stations permitted good intersections on the secondary control points resulting in a very good plot. The secondary control points pricked on the 20,000 photographs were used in cutting in additional detail points.

Some of the photographs had a slight amount of tilt. Rather than compute the tilt, radial intersection in the center chambers of these tilted photographs were disregarded in most cases.

Hydrographic Signals:

No hydrographic signals appear on this map drawing. *Contrary to this statement the following topographic stations were shown on the manuscript without descriptions*
Recoverable Topographic Stations: Lag, Him, Gin *mg.*

Five recoverable topographic stations, along the Wicomico River, appear on this map drawing. In as much as descriptive information for these stations was not received until the radial plot was completed and the sheet was being detailed, the stations were plotted after the map drawing was completed. It was found when checking the plotted positions of these stations with the detail of the map drawing from the descriptions furnished, that all measurements were well within the allowable limits of error. The names of the five stations are: Wind, *Windmill (shown on control overlay)*
Gin, Lag, Him and U. S. E. "54".

Detail:

Tree Elongate Chimney
1" Iron Pipe ← these + not shown on control overlay.

A scale plot was run for the entire area 278-B. This was a great aid in detailing the sheet as the scale plot and photographic scale were very close.

Buildings: With the exception of small out-buildings, usually smaller than 10 meters on a 20,000 scale, all discernable buildings have been shown on the map drawing.

Roads: All roads were detailed by drawing the center line of the road. For the sake of clarity, certain road intersections were shown by double full lines, 0.5mm. in width. Roads were classified according to the field inspection; classification followed military specifications, plate 42-2194, Engineer Production Plant, the Army War College, dated January 12, 1942.

Wooded and Cultivated or Cleared Areas: The demarcation between wooded and cultivated or cleared areas is shown by a broken line. Cleared areas within wooded areas are qualified by the symbol (CL). Wooded areas were classified according to the field inspection; classification followed military specifications. Shore wooded areas not classified in the field inspection are shown with the symbol (T).

Drainage: Drainage was detailed according to field inspection (except where stereoscopic examination of the photographs indicated otherwise). Perennial drainage is shown by a full line; intermittent drainage by a line broken with three dots.

Detail: (cont'd)

Shoreline, Shoal & Marsh Areas: The high water line is shown by a heavy, full line; a light, full line is used to indicate the limits of navigation of the outer boundary of marsh areas; the inner boundary of marsh areas is shown by a broken line. Shoal areas are indicated by a light, broken line and the type of shoal, printed within the boundary.

Political Boundaries: The political district boundaries are shown according to the field inspection. The boundary lines are shown by a long dash and two short dashes on the back of the map drawing in blue acid ink.

Comparison with Previous Surveys:

Chart 567. Shoreline.

In general the shoreline is in fair agreement, except that at Latitude 38° 20' 30" Longitude 75° 38' 05" chart 567 shows an island. This difference is being called to the attention of the field edit party on overlay sheet.

Interior Detail: This chart shows very little interior detail. Roads which are shown and are common to both surveys are in generally fair agreement.

Junction:

Control points were common with sheets T-8105 to the north, T-8123 to the east, T-8132 to the south and T-8121 to the west. Junctions with sheets T-8105, T-8123 and T-8132 were in good agreement.

As sheet T-8121 was to be compiled by the Tampa Office, the detail on the west margin of T-8122 was transferred to the east margin of T-8121 to assure proper Junction and the sheet was then sent to Tampa, Florida.

Remarks:

All ambiguities between field inspections and any omissions or differences between the inspection and office interpretation are indicated on the overlay sheet. Comments and suggestions are made wherever they are considered helpful.

Horizontal Accuracy:

The detail as shown on this planimetric map drawing is well within the limits of error as defined in paragraph 54 of instructions for project o.s. 278 dated March 4, 1942.

Recommendation for Future Surveys:

The detail as presented on this map drawing is believed to be complete but is to be field edited for corrections and deletions.

Respectfully submitted,

Joseph Steinberg
Joseph Steinberg
Principal Photogrammetric Aide

Approved, 8/31/42

L. W. Swanson
L. W. Swanson, Lieutenant
U. S. Coast & Geodetic Survey

Approved & Forwarded

Fred. L. Peacock
Fred. L. Peacock
Officer-in-Charge
Baltimore Field Office

Field Inspection and Field Edit

DESCRIPTIVE REPORT TO ACCOMPANY
T-8122

WAR MAPPING PROJECT CS-278-B
WM. D. PATTERSON, CHIEF OF PARTY.

1. INSTRUCTIONS:

This work was executed under the Director's Instructions dated March 4, 1942; Supplemental Instructions dated March 27, 1942, and August 13, 1942.

2. GENERAL DESCRIPTION OF THE AREA:

The area is comprised of approximately forty per cent farm land and sixty per cent wooded land.

The highest elevations are in the east-central and northeast portions of the quadrangle. The land in the north drains southward to the Wicomico River, while the southern half of the quadrangle is drained by Wicomico Creek.

The soil is porous, sandy and well drained, which results in very few marsh areas. The existing marshes are along the banks of Wicomico Creek and the Wicomico River.

This quad is thoroughly interlaced with second and third class roads affording access to all locations by truck, except in the most extreme rainy weather.

3. SURVEY METHODS:

Horizontal and vertical control stations were identified on the single lens photographs covering the area. All stations were referred to on the photographs as described in the first method of paragraph 14 of the instructions. Picking cards were also prepared for the azimuth marks of the horizontal control stations.

Wye levels were controlled horizontally by spotting the position of elevation points on single lens and nine lens photographs. Wye level elevations were transferred to nine lens photographs used in contouring the area.

All contouring was done on nine lens photographs. Horizontal control was obtained from identifiable images and this eliminated to a great extent the necessity of traversing. Elevations were plotted by azimuth and distance (corrected for scale factor) after the planetable had been oriented by declinoire.

- X -

4. FIELD INSPECTION OF AIR-PHOTOGRAPHS:

The field inspection was done in two steps: First, the horizontal and vertical control stations were picked on the photographs, and second, buildings, roads, drainage, culture, wharves and docks were classified. Contouring was also included in the second phase of the inspection. G. H. Wood, Jr., Sr. Engineering Aid, and W. E. Clark, Photogrammetric Aid, did the initial phase of the work on single lens photographs 977, 975, 973. W. A. Rasure, Sr. Engineering Aid, and party were charged with the second portion of the work.

5. LEVELING:

Wye levels were observed along all principal roads and elevations established at one-quarter mile intervals where possible. The errors of closure were generally less than 0.3 of a foot. A closure error of one foot was allowed before a rerun was deemed necessary. The closures were adjusted by proportion.

Nine lens photographs 8667 and 8665, together with single lens photographs 971 and 10,113 were used.

The level parties were composed of four men: Observer, notekeeper, and two Rodmen. A wye level, with 12-foot rods graduated in feet and tenths, was used. Elevations were read to the tenth for road intersections, and to the nearest hundredth for turning points.

6. CONTOURING:

The contouring was done by W. A. Rasure, Sr. Engineering Aid with a planetable and telescopic alidade. Nine lens photographs 8666 and 8682 were used. The contour interval was twenty feet. Elevations were placed on high and low spots and in locations where they would be useful in drawing the ten-foot contours if desired in the future.

7. FIELD EDIT:

This area was field edited by J. R. Evans, Jr. Topographic Engineer. All symbols used were according to U. S. Geological Survey Bulletin No. 788, and from instructions issued by the Chief of Party, dated August 12, 1942. The position of additive detail was found by pacing from well-defined, given detail.

The planetable and wye level elevations were checked against the original photographs in the office before beginning field work. ✓

a. Boundaries:

Boundaries of the political sub-divisions were transferred to the map manuscript from Census Bureau Maps and checked in the field.

b. Buildings:

All buildings missing from the map manuscript were located by pacing

- X -

from definite points shown on the map manuscript. Occasionally it was necessary to plot detail directly from the photograph by use of transparent overlay sheet, using road intersections and well-defined points for orientation and location. Public buildings, such as hospitals, schools, churches, etc., were indicated, while barns, chicken houses and other buildings of a permanent nature in rural areas were classified.

c. Bridges:

Bridges were classified as to strength, and horizontal and vertical clearance by C. C. Fryer, Sr. Photogrammetric Aid, in accordance with special instructions issued by the War Department.

d. Roads:

All rural roads, with the exception of short private roads, and some short woods trails, were classified.

e. Woods:

All wooded areas were investigated for density, concealment, type of trees and the absence or abundance of brush which would cause impediment.

f. Drainage:

Several small field ditches were deleted but the drainage was essentially as shown on the map manuscript and overlay sheet.

g. Marsh areas:

The marsh area outline was left as interpreted by the inspector.

h. Shoreline:

The shorelines of the Wicomico River and Wicomico Creek were checked and the docks shown on the overlay sheet were investigated.

i. Aids to Navigation:

Six non-floating aids to navigation were added, their position having been determined by planetable cuts from ~~these~~ ^{these} positions. The groups of piles and old wrecks shown on Chart 567 were inspected and the necessary deletions were made.

j. Landmarks for Charts:

Two power transmission towers were added on the Wicomico River near Shad Point. The south tower was located by azimuth and distance from triangulation station SHAD. The position of the north tower was fixed

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by the intersection of three cuts taken by planetable and telescopic alidade. Existing landmarks on U. S. C. & G. S. Chart 567 were checked and the necessary corrections made.

k. Power lines - telephone lines:

Power line positions were taken from the maps of the Eastern Shore Public Service Company and the R. E. A, and checked in the field.

l. Geographic Names:

Geographic Names were investigated by a party headed by A. J. Wraight, Photogrammetric Aid. The names shown on the map manuscript were taken from the Geographic Names sheets which are to be submitted as a separate report.

8. JUNCTIONS:

The junctions of all lines were checked and no error was discovered. This manuscript joins with T-8105 on the north, T-8123 on the east, T-8132 on the south, and T-8121 on the west.

9. REMARKS:

The height or depth of cuts and fills was indicated on the manuscript.

10. STATISTICS:

Statute miles of wye level lines	79.3
Square statute miles of contouring	58.0
Square statute miles of field edit	58.0

Respectfully submitted,

Approved:

Wm. D. Patterson

Wm. D. Patterson,
Chief of Party.

John R. Evans,
Jr. Topographic Engineer.

John R. Evans

This report had been typed before receipt of the Circular regarding descriptive reports.

The Compilation office did not send a report on this sheet to the Salisbury office.

E.H.K.

- X -

VERTICAL ACCURACY TEST
QUADRANGLE T-8122

A vertical accuracy test was made on this quadrangle on September 28th, by Glenn L. Anderson, Prin. Photogrammetric Aid, on photograph No. 8665. The test is immediately north of the Wicomico River between Meridians $75^{\circ} 38'$ and $75^{\circ} 41'$. The work accomplished by Mr. Anderson on photograph No. 8665 has been transferred to the ^{field edit sheet} ~~map manuscript~~ in brown, and the additional planetable elevations established by Mr. Anderson have also been shown in brown.

After careful consideration of the above vertical accuracy test, it was decided to investigate further. John Evans was instructed to add more elevations, and the results of his survey are shown in orange ink. It is recommended that the original contour shown in red be accepted as correct, except the short portion shown in orange ink, vicinity of Lat. $38^{\circ} 21'$, Long. $75^{\circ} 39'$. *Correction made J.R.*

Submitted by

Emil H. Kirsch
Emil H. Kirsch,
Lieutenant
U. S. Coast & Geodetic Survey

ABBREVIATIONS USED ON FIELD EDIT

WOODS

Concealment:

- A - Trees 10' high - hide troops
- B - Brush, hide troops, impedes progress
- C - Scattered brush & hide troops.

Density:

- 1 - Scattered
- 2 - Thinly wooded
- 3 - Heavily wooded
- 4 - Densely wooded.

Type:

- D - Deciduous
- P - Evergreen and pine
- R - Brush
- S - Scrub
- L - Young trees

BRIDGES: (by special party)

<u>First Symbol</u>	<u>One Lane</u>	<u>Unlimited</u>
<u>Capacity</u>	<u>5 m.p.h.</u>	
A	50 tons	25 tons
B	25 "	18 "
C	18 "	13 "
D	10 "	7 "
E	6 "	4 "
F	Light vehicles only.	

Second Symbol

<u>Vertical clearance</u>	A - over 14'
(clear height for	B - " 13'
width of 10')	C - " 12'
	D - " 11', etc.

Third Symbol

<u>Horizontal Clearance</u>	A - over 18'
(width between curbs)	B - " 17'
	C - " 16'
	D - " 15', etc.

Fourth Symbol - Year of Classification

- "U" - Underpass
 - "T" - Tunnels
- (to be substituted for the First Symbol where applicable).

ABBREVIATIONS USED ON FIELD EDIT - Continued.

BUILDINGS

d	-	dwelling
b	-	barn
ck.h.	-	chicken house
Sto	-	Store
Bldg	-	building
Ch	-	Church
Sch	-	school
P.O.	-	post office
C.H.	-	Court House
RR.Sta.-	-	Railroad Station
Hos.	-	Hospital

ROADS

Rd.	-	Road
Classification:		
Rd. 1	-	Dependable, hard surface
Rd. 2	-	Secondary, all weather
Rd. 3	-	Loose surface
Rd. 4	-	unimproved, but graded.
Rd. 4U	-	Track road
Rd. 5	-	Horse or foot trail.
P	-	Private Road
W	-	Width in feet
R R	-	Railroad
Tr	-	Tracks
③	-	U. S. Highway No. 3
②	-	State Highway No. 2
④	-	County Highway No. 3

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

TO BE CHARTED } STRIKE OUT ONE
~~TO BE CHARTED~~

Salisbury, Maryland

September 23, 1942

Chart letter 550-1942

I recommend that the following objects which have ~~(been charted)~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(the chart)~~ the charts indicated.
The positions given have been checked after listing.

Wm. D. Patterson											Chief of Party.		
GENERAL LOCALITY	NAME AND DESCRIPTION	POSITION						METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
		LATITUDE		LONGITUDE									
		°	'	D. M. METERS	°	'	D. P. METERS						
	*TOWER, south (190' high)	38	20	665.6	75	38	474.8	NA '27	Plane-table	9/19/42	X		567
	*TOWER, north (190' high)	38	20	1036.9	75	38	555.8	NA '27	Plane-table	9/19/42	X		567
	(The wire spanning between these												
	towers is 136' above high water)												

Wm. D. Patterson

Chief of Party.

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

TO BE CHARTED } STRIKE OUT ONE
~~NO BE CHARTED~~

Salisbury, Maryland

September 23 1934

Chart letter 550-1942

I recommend that the following objects which have (~~been~~) been inspected from seaward to determine their value as landmarks, be charted on (~~charts~~) the charts indicated.

The positions given have been checked after listing.

Wm. D. Patterson												Chief of Party.	
GENERAL LOCALITY	NAME AND DESCRIPTION	POSITION						METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
		LATITUDE		LONGITUDE									
		o	'	D. M. METERS	o	'	D. P. METERS						
	WINDMILL	38-20.3	✓		75-39.1	✓		N.A. 1927		9-23-42	X		567
	IRON STACK	38-20.7	✓		75-39.6	✓		"		9-23-42	X		567
	wreck	38-20.4	✓		75-38.1	✓		"		9-23-42	X		567
	wreck	38-20.5	✓		75-38.1	✓		"		9-23-42	X		567
	pile	38-20.44	✓		75-38.1	✓		"		9-23-42	X		567
	pile	38-20.44	✓		75-38.14	✓		"		9-23-42	X		567
	wreck	38-20.5	✓		75-40.0	✓		"		9-23-42	X		567
	piles	38-20.6	✓		75-43.1	✓		"		9-23-42	X		567
	piles	38-20.6	✓		75-43.4	✓		"		9-23-42	X		567
	piles	38-20.0	✓		75-43.8	✓		"		9-23-42	X		567
	piles	38-19.3	✓		75-44.4	✓		"		9-23-42	X		567
NOTE: The location of these objects													
checked by visual field inspection.													

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

GEOGRAPHIC NAME LIST FOR QUADRANGLE T-8122

Allen
Back Creek
Barkley Branch
Barkley Swamp
Bell Creek
Bell Marsh
Brisco Swamp
Catchpenny
Collins Gut
Cox Landing
Crows Nest
Cotton Patch Branch
Cotton Patch Point
Cutmaptico Creek
Eden
Ferry Road Settlement
Harcum Creek
Jacksons Creek
Jones Swamp
Karoo Wharf
Mill Creek
Moore's Creek
Passerdyke Creek
Pea Hill
Pea Hill Gut
Pea Hill Swamp
Pine Bluff
Pirates Wharf
Polk Landing
Polk Road Settlement
Quantico
Quantico Creek
Quantico Wharf
Rockawalking Creek
Sabers Creek
Shad Point (Town)
Shad Point (Point)
Sharps Creek
Siloam (~~Whayland~~)
Simms Wharf
Somerset County
Somerset Creek
Spring Garden Swamp
Stock Creek
Terry Branch
The Great Swamp

Tull Swamp
Twiggs Corner
Wagner Landing
Walnut
White Creek
Wicomico County
Wicomico Creek
Wicomico River.

Add:

Loretto
Barbours Hill
Trinity
Sharps Pt.
Tonytank Creek
Patricks Landing
Upper Ferry
Pine Bluff Sanitarium
Quantico Forest Park
Luxant Tower

LIST OF NAMES SHOWN IN GEOGRAPHIC NAMES ^{Report} ~~LIST~~
NOT SHOWN ON T-8122 COMPILATION

Backbone Hill *Added compilation*
Backbone Swamp ✓
Buzzard Island ✓
Head of Creek ✓
Jackson Wharf ✓
Lawrence Pier ✓
Patrick Landing *Added compilation*
Quantico Forest Lookout Tower *added compilation*
Shipyards ✓
Sharps Point *Added compilation*
Stone Wharf ✓
Taylors Island ✓

In names report, not applied:

*Trappe Pond -
Spring Garden Creek
Hayman Ditch
Payne Ditch
Tansey Creek
Reading Ferry
Sellar Wharf*

T-8122

No. 1

Remarks.

Decisions

1		382756
2		"
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		"
11		"
12		"
13		"
14		"
15		"
16		"
17		"
18		"
19		382757
20		"
21		"
22		"
23		"
24		"
25		"
26		"
27		"

GEOGRAPHIC NAMES

Survey No. T-8122

EDEN quadrangle

No. 1

Name on Survey

	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	
<u>Passerdyke Creek</u>									1
<u>Somerset Creek</u>									2
<u>Loretto</u>									3
<u>Eden</u>									4
<u>Allen</u>									5
<u>Head of the Creek</u>		(locality)	(omit)						6
<u>Barkley Swamp</u>									7
<u>Barkley Branch</u>									8
<u>Trappe Pond</u>		(omit)							9
<u>Jones Swamp</u>									10
<u>Brisco Swamp</u>									11
<u>Spring Garden Creek</u>		(omit)							12
<u>Pryor Prong</u>		(omit)							13
<u>Backbone Hill</u>		(hill only, not a settlement)							14
<u>Backbone Swamp</u>		(omit)							15
<u>Hayman Ditch</u>		(omit)							16
<u>Payne Ditch</u>		(omit)							17
<u>Tansey Creek</u>		(omit)							18
<u>Wicomico Creek</u>									19
<u>Collins Gut</u>									20
<u>Polk Landing</u>									21
<u>Polk Road Settlement</u>									22
<u>Wagner Landing</u>									23
<u>Reading Ferry</u>		(omit)							24
<u>Back Creek</u>									25
<u>The Great Swamp</u>									26
<u>Trinity</u>		(settlement)							27

T-8122

No. 2

Remarks.

Decisions

1		382757
2		383757
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		"
11		"
12		"
13		"
14		"
15		"
16		"
17		"
18		"
19		382756
20		"
21		"
22		"
23		"
24		"
25	Decision 11/27/42: not Whayland	" USGB
26		"
27		" USGB

GEOGRAPHIC NAMES

Survey No. T-8122

No. 2

Name on Survey

	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	
✓ <u>Tull Swamp</u>									1
✓ <u>Quantico Creek</u>									2
✓ <u>Quantico</u>									3
✓ <u>Quantico Wharf</u>									4
✓ <u>Cutmaptico Creek</u>									5
✓ <u>Twiggs Corner</u>									6
✓ <u>Pea Hill</u>			(small settlement on a rise along river)						7
✓ <u>Pea Hill Gut</u>									8
✓ <u>Pea Hill Swamp</u>									9
✓ <u>Pirates Wharf</u>									10
✓ <u>Simms Wharf</u>									11
✓ <u>Harcum Creek</u>									12
✓ <u>Keroo Wharf</u>									13
✓ <u>Cox Landing</u>									14
✓ <u>Shipyard</u> (omit)			(name of an old wharf)						15
✓ <u>Moore Creek</u>									16
✓ <u>Terry Branch</u>									17
✓ <u>Catchpenny</u>			(scattered settlement)						18
✓ <u>Shad Point</u>									19
✓ <u>Shad Point</u>			(village) (write Point in full)						20
✓ <u>Sharps Point</u>									21
✓ <u>Sharps Creek</u>									22
✓ <u>Tonytank Creek</u>			name shown in T-8123						23
✓ <u>Patricks Landing</u>									24
✓ <u>Siloam</u>			(village)						25
✓ <u>Walnut</u>			(village)						26
✓ <u>Rockawalking Creek</u>									27

T-8122

No. 3

Remarks.

Decisions

1		383756
2		"
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		"
11		"
12		"
13		"
14		"
15	<i>Deleted from finished map. feature very small and difficult to label</i> <i>add. 2-22-43</i>	"
16		"
17		"
18		"
19		"
20		"
21		382758
22		383757
23		383756
24		
25		
26		
27		
M 234		

GEOGRAPHIC NAMES

Survey No. T-8122

T8122

No. 3

Name on Survey

	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	
✓ <u>Upper Ferry</u>									1
✓ <u>Crows Nest</u>		(scattered settlement)							2
✓ <u>Cottonpatch Creek</u>									3
✓ <u>Cottonpatch Point</u>									4
<u>Taylor Island</u>		(omit)							5
✓ <u>Bell Marsh</u>									6
✓ <u>Bell Creek</u>									7
✓ <u>Pine Bluff</u>									8
<u>Buzzard Island</u>		(omit)							9
<u>Stone Wharf</u>		(omit)							10
✓ <u>Sabers Creek</u>									11
✓ <u>White Creek</u>									12
✓ <u>Stock Creek</u>									13
✓ <u>Jackson Wharf</u>		(omit)							14
✓ <u>Jackson Creek</u>		deleted from black plate							15
<u>Sellar Wharf</u>		(omit)							16
✓ <u>Quantico Forest Fire Lookout Tower</u>									17
✓ <u>Mill Creek</u>									18
✓ <u>Spring Garden Swamp</u>									19
✓ <u>Ferry Road Settlement</u>									20
✓ <u>Wicomico River</u>									21
<u>Lawrence Pier</u>		(omit)							22
✓ <u>Pine Bluff Sanitarium</u>									23
									24
									25
									26
									27
									M 234

Names underlined in red approved

11/30/52

by L. Heck

on 12/19/52

T-8122

No. 4

Remarks.

Decisions

1		
2		
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5	Taken from 1937 Md. Geol. Survey Map of Somerset County	
6	" " "	
7	" " "	
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GEOGRAPHIC NAMES

Survey No. T-8122

No. 4

Name on Survey

	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	
<u>Political divisions:</u>									1
<u>No. 2 Quantico</u>									2
<u>No. 16 Fruitland</u>									3
<u>No. 7. Trappe</u>									4
<u>No. 5 . Mount Vernon</u>									5
<u>No. 1. West Princess Anne</u>									6
<u>No. 15 East Princess Anne</u>									7
<u>No 9 Salisbury</u>									8
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									27

RECORDS

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

Registered and Filed in the Vault

Cloth-mounted copy of the published quadrangle.

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

Descriptive Report.

Filed in the Photogrammetric Section - Surveys Branch

Field inspection photographs.

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

Field edit sheet.

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

Supplementary traverse and level records.

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

Reproduction proof.

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

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

Copies of specifications and all instructions to field parties and field offices.

Filed in Reproduction Branch

Glass negatives of the color separation drawings.

Filed in the Library

Special report on field work by Commander K. T. Adams, 1944.

Special report on office work by B. G. Jones, 1944.

Season's report on field work by Commander F. L. Gallen, 1944.

Season's report on field work by Commander R. L. Schoppe, 1944.

Delivered to the Army Map Service in accordance with the contract

Film negatives and film positives of the color separation drawings.

All color separation drawings.

Original celluloid manuscript.

A correction sheet consisting of a copy of the first edition of the quadrangle with notes in red indicating changes desirable at the next printing.

General Procedure in the Production of Topographic Quadrangles for the War Department

This quadrangle, together with similar adjoining maps produced under Project C.S.278-B, was prepared by the Coast and Geodetic Survey for the War Department under "General Specifications for War Department Mapping Program" issued about December 1941, in which is incorporated the "Standard of Accuracy for a National Map Production Program" issued by the Bureau of the Budget under date of June 10, 1941.

The general procedure in the production of this and the adjoining quadrangles was:

FIELD SURVEYS

Aerial photography with the Coast and Geodetic Survey nine-lens camera, with airplane and flight crew furnished by the U. S. Coast Guard. The photographs were taken to the scale of 1:20,000. (This photography was supplemented by the use of single-lens photographs.) Ground inspection of the photographs for identification of control points, and classification and clarification of planimetric details on the photographs.

Contouring by planetable directly on the photographs. Supplementary vertical control was established by means of an extensive subordinate level net, furnishing unmarked elevations at road intersections, drive-ways, and numerous other points identifiable on the photographs.

COMPILATION OF MANUSCRIPT

Compilation on the map manuscripts by radial plot methods (celluloid hand templates) of all planimetry and contours. These manuscripts were drawn on the scale of 1:20,000 on celluloid sheets on which polyconic projections had been ruled with the Projection Ruling Machine in the Washington Office. Compilation was accomplished in the Baltimore Tappan Photogrammetric Office.

FIELD EDIT

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

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

PROCESSING IN THE WASHINGTON OFFICE

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

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

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8122

EDEN QUADRANGLE

This quadrangle manuscript has been examined for completeness, accuracy, and conformity with the specifications. It is adequate for smooth drafting, reproduction and publication. Revisions found to be necessary in this office are discussed on the next page.

Horizontal and Vertical Accuracy See the Descriptive Report for T-8105 for a copy of the closest horizontal accuracy test comparisons. This test was accepted as satisfactory. See page 10 of this Descriptive Report for the discussion of the vertical accuracy test. This test shows the original field work to be adequate.

Previous Surveys

This manuscript has been compared with the following previous topographic surveys of this Bureau and other agencies. This map is satisfactory to supersede the previous surveys over the common area.

T-4705	1:5,000	1932
T-4706	1:5,000	1932
T-4707	1:5,000	1932
T-4708	1:5,000	1932

Interior details on these surveys are meager and the delineation of shoreline seems to have been inaccurate. Offshore details are not superseded.

"Salisbury"	1:62,500	1900	U.S.G.S.
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Comparison with Nautical Charts Nos. 567 and 1224

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

A general review of inshore details should be made on these charts.

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

The detailing along the shoreline was not accurate and numerous minor changes were applied during review.

Reviewed 12/2/42 By Jack L. Rubin
under direction of D. H. Benson *D.H.B.*

Inspected by B. G. Jones *B.G. Jones*

Examined and approved:

Charles Price
Chief, Surveys Branch

K.T. Adams
Chief, Topography Section

F. D. Dorr
Chief, Div. of Charts

G. H. Hude
Chief, Div. of Coastal
Surveys