

Original

8253

8253

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey <u>Air Photographic Topographic</u>	
Field No.	Office No. <u>T-8253</u>
LOCALITY	
State <u>Maryland</u>	
General locality <u>Prince Georges County</u>	
Locality <u>Upper Marlboro</u>	
<u>1944</u>	
CHIEF OF PARTY	
<u>Fred. L. Peacock</u>	
LIBRARY & ARCHIVES	
DATE <u>May 29, 1946</u>	

B-1870-1 (1)++

DATA RECORD

T- 8253

Quadrangle (II): 7½ minute

Project No. (II): CS 288 C

Field Office:

Chief of Party: Ray L. Schoppe

War Mapping Field Party No. 2

Compilation Office: Baltimore, Md.

Chief of Party: Fred. L. Peacock

Instructions dated (II III):

August 3, 1942

May 13, 1943

Copy filed in Descriptive
Report No. T- (VI)

Completed survey received in office: May 16, 1944

Reported to Nautical Chart Section: May 17, 1944

Reviewed: 6/6/44

Applied to chart No.

Date:

Redrafting Completed: 8/1/44

Registered: 5/46

Published: 1944

Compilation Scale: 1:20,000

Published Scale: 1:31,680

Scale Factor (III): None

Geographic Datum (III): N. A. 1927

Datum Plane (III): Mean Sea Level

Reference Station (III): MELLWOOD, 1943

Lat.: 38° 48' 44.471" (1371.3m) Long.: 76° 49' 39.537" (953.9m) Adjusted
~~Unadjusted~~

State Plane Coordinates (VI): not available

X =

Y =

Military Grid Zone (VI)

Military Zone A
Military Zone B

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
Nine Lens				
13226 to 13229 Inc.	1/12/43	12:40 P.M.	1:20,000	There are no tidal waters within the limits of this Map Manuscript
13239 to 13242 "	1/12/43	12:50 P.M.	1:20,000	
13247 to 13250 "	1/12/43	12:59 P.M.	1:20,000	
Single Lens				
AHV-1-80 to 1-89 Inc.	1937-38	Unknown	1:20,000	
AHV-2-21 to 2-28 "	1937-38	"	1:20,000	
AHV-2-36 to 2-44 "	1937-38	"	1:20,000	
AHV-3-04 to 3-11 "	1937-38	"	1:20,000	

Tide from (III): None

Mean Range: None

Spring Range: None

Camera: (Kind or source) U.S.C. & G.S. nine lens camera (8 $\frac{1}{4}$ " focal length)

Contouring and

Field Inspection by: H. W. Burgoyne, Jr. Topo. Engr.

date: Aug. 1943 - Jan. 1944

Field Edit by:

date:

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

Projection and Grids ruled by (III) B.R.C. - P.J.H. date: 12/13/43

" " " checked by: B.R.C. - D.H.B. date: 12/14/43

Control plotted by: A. C. Rauck, Jr. date: 1/5/44

Control checked by: W. H. Van Loon date: 1/8/44

Radial Plot by: Joseph Steinberg & J. Edward Deal, Jr. date: 2/1/44 to 2/12/44

Detailed by: Margaret A. Velich date: 2/21/44
M. Joy Turner and Ruth E. Rudolph date: 5/15/44

Reviewed in compilation office by: Wm. H. Van Loon date:

Elevations on field photographs checked by: H. W. Burgoyne, Jr. Topo. Engr. July-Aug. 1943

Elevations on Field Edit Sheet checked by: date:

STATISTICS (III)

Land Area (Sq. Statute Miles): 58

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

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

Number of Recoverable Topographic Stations established: 25
(24 bench marks and 1 azimuth reference monument)

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles: 91.7

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:

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

This quadrangle, together with similar adjoining maps produced under Project C.S.288 G 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.

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 templets) 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 ~~Tampa~~ 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.

FIELD INSPECTION REPORT

Quadrangle 8253

1. Description of the Area:

Quadrangle 8253 is a seven and one-half ($7\frac{1}{2}$) minute quadrangle bounded as follows: on the North the $38^{\circ} 52' 30''$ parallel, on the South the $38^{\circ} 45' 00''$ parallel, on the East the $76^{\circ} 45' 00''$ meridian, and on the West the $76^{\circ} 52' 30''$ meridian.

The northeastern portion of the quadrangle is comparatively rolling and extends westward from the 20 foot contour in the vicinity of Upper Marlboro to a broad flat plateau area at Camp Springs attaining an elevation 280' above mean sea level. The remaining area was very irregular with isolated contours appearing everywhere. The drains themselves were relatively steep with the exception of the "Western Branch" in the northeast corner of the quadrangle.

The wooded sections comprised about 20% of the quadrangle and were scattered about the area in isolated patches except for the Camp Springs area which was heavily wooded with a stand of second growth pines.

2. Completeness of Field Inspection:

All field inspection for the clarification of details on the photographs and identification of features, such as, roads, buildings, boundries, etc. has been done with the exception of the Camp Springs Army Airport. A number of new buildings and roads were being built at the time the topography was being done. The roads and buildings were located on the photograph but were not classified because neither the buildings nor the roads were in a completed stage. Some field inspection was done on the topographic map sheet furnished by the Army Engineers, and any existing roads, runways, taxiways, buildings, etc. found on this map but not on the aerial photographs should be shown on the finished map.

On photograph 13239, several radio buildings at the Naval Radio Station were not classified because they were restricted.

The following item should be checked by the field edit survey:

- (1) Classify all new buildings and roads not already classified.

3. Interpretation of the Photographs:

On both nine lens and single lens photographs, the coniferous trees (pine) appear in the darker tone and the deciduous trees in the lighter tone. The pines usually follow a ridge and in most cases the darker tone indicates a high area. Oftentimes, when viewing under a stereoscope, a heavy stand of pine growing on the side of a cleared ridge, the top of the ridge appears to extend out into the pines for some distance, which is not the case, the darker tone making it appear so.

In flat bottoms a heavy patch of deciduous trees (light tone) surrounded by a cleared area appear under the stereoscope as a hill or knoll, whereas the area is actually flat.

4. Horizontal Control:

Horizontal control stations were recovered by Wendell Bever and Emory Bancroft, Jr. Topo. Engrs. A few Geological transit traverse stations were recovered by the same men. These control stations are shown on photographs: 13226, 13227, 13239, 13240, 13249.

5. Vertical Control:

All U.S. Coast and Geodetic Survey and Geological Survey Bench Marks were recovered or searched for by Wendell Bever, Jr. Topo. Engr., Emory Bancroft, Jr. Topo. Engr., and Jack LaJoye, Principal Engineering Aid. These stations are shown on photographs: 13226, 13227, 13239, 13240, 13241, 13250.

Herbert W. Burgoyne, Jr. Topo. Engr., ran supplemental fly levels with a wye level to provide additional vertical control. No stations were monumented, but elevations were located at prominent intersections, hedge lines, etc. on the photograph. Where elevations were located at the base of stakes or in the center line of the roads opposite the stakes it was so indicated on the photograph.

All levels were closed within one-half foot of error, all closures being adjusted throughout the line. Ninety-one and seven tenths (91.7) miles of levels were run on this quadrangle, and shown on photographs: 13226, 13227, 13229, 13240, 13241, 13248, 13250.

6. Contours and Drainage:

Contouring was started Aug. 13, 1943 and completed Feb. 2, 1944.

The contouring was done on the following nine lens photographs: 13226, 13227, 13228, 13229, 13239, 13240, 13241, 13248, 13249, and 13250.

All contouring was confined to the blocked in area laid out by the Washington Office except in cases where a natural boundary was nearby. This procedure was followed in order to keep the contouring as close to the center chamber as possible to avoid distortion and large changes in scale. All the contouring on the photographs was made to junction with the contouring done on adjoining photographs.

The field work was done with a four man plane table party. Elevations were carried by direct levels, vertical angles, and the step method; the error of closure usually being under one foot, with no error of closure over two feet. Wherever possible, cuts were taken on fence corners and other discernable objects to hasten progress.

All drainage was put on by the Washington Office. The main drains were checked by plane table traverse and in most cases were found to be in their true position. When wrong, the drains were deleted in green ink and the correct position shown in blue. All drains found to be correct were inked in blue. Main streams in wooded areas were checked by plane table traverse and the traverse tied in to some identifiable object on the photograph.

Distances were measured by stadia and plotted directly on the photographs. All contouring was done on a 20 foot contour interval. The contouring was done in the field in pencil and inked in purple at night after being checked under the stereoscope. Occasionally slight changes were made to lend expression to the contours.

Single lens photographs were used in wooded areas to run ridges and drains not easily accessible by plane table. Elevations were carried by a Lock level and distances kept by pacing. The elevations were tied to control points set by a plane table traverse. Noticable scale was found on the single lens photographs, whereas the nine lens photographs did not vary too much from the true scale. All work done on single lens photographs, was transfered to the nine lens photographs.

7. Mean High Water Line:

Not applicable to this quadrangle.

8. Low Water Line:

Not applicable to this quadrangle.

9. Wharves and Shoreline Structures:

Not applicable to this quadrangle.

10. Details Offshore from the High Water Line:

Not applicable to this quadrangle.

11. Landmarks and Aids to Navigation:

Not applicable to this quadrangle.

12. Hydrographic Control:

Not applicable to this quadrangle.

13. Landing Fields and Aeronautical Aids:

The Radio Tower at the Naval Radio Station and the Control Tower at the Camp Springs Army Air Base were located by Wendell Bever and Emory Bancroft, Jr. Topo. Engrs. as aeronautical aids.

*Not furnished
to the comp-
ilation office
See P 36
Page 6
Compilation Report*

The U.S. Engineers completed a topographic map of the Camp Springs Army Air Base in September 1942 with a contour interval of two feet. The scale of the map was 1/4800. This map was accepted as being correct. The boundaries of the Army Air Base were outlined on photographs 13228, 13229, 13240, and this area was not remapped. New roads not shown on these aerial photographs or on the copy of the U.S. Army Engineers topographic map were run by plane table traverse and shown on photograph #13228. However, these roads were not classified as they were under construction. Contour changes and borrow pits in the vicinity of the roadbeds were shown on photographs #13228 and 13229.

In addition, a large service apron was being added to the air field and was shown on photograph #13228.

Field Inspection was not fully completed at the time of contouring (see Item 2).

14. Road Classification:

All roads were classified according to instructions except the roads under construction at the Camp Springs Army Air Base (see Item 13).

15. Bridges:

Bridges were classified according to instructions by C.C. Fryer, Jr. Topo. Engr. and shown on photographs #13226, 13240, 13248, 13249.

16. Buildings and Structures:

All buildings were classified or deleted. Classified buildings were circled in red and bear a symbol, except dwellings, which bear no symbol. Some buildings in the Camp Springs Army Air Base were not classified because they were still under construction and their size could not be determined (see Item 2).

17. Boundary Monuments and Lines:

Boundaries for all cemeteries were marked on the photographs at the time of contouring.

The boundary for the Naval Radio Station is located on photograph #13239. The city boundary of Upper Marlboro, Md. is located on photograph #13249. The boundary for the Camp Springs Army Air Base is located on photographs #13228, 13229, 13240.

Political boundaries and lines were located by C.C. Fryer, Jr. Topo. Engr. and are shown on photographs #13239, 13248, 13249.

18. Geographic Names:

Subject of a special report, to be submitted at a later date.

19. Quadrangle Junctions:

A fair junction was made on the West with the U.S. Geological Survey. The general shape of the contour junction was good but in two places the streams seemed to be out of position. The first stream lying north of the southwest corner of the quadrangle and the first stream north of Forestville seem to be out in position and a shift may be noted in the contours.

The junction with the U.S. Engineers Topographic Map of Camp Springs Army Air Base seemed to tie fairly well as to form, but no facilities were available for comparing the two scales (1/4800 and 1/20,000).

Good junctions were made to the North with quadrangle 8262, to the South with quadrangle 8249, and to the East with 8254.

20. Comparison with U.S. Geological Survey Quadrangle:

The new work and the old U.S. Geological Survey Quadrangle follow very closely as to cultural features. In only a few places can any pronounced difference be noted. It will be noted most differences occur in the heavily wooded areas as in the case of the 260' contour west of Woodyard.

48. Accuracy Tests: (Vertical Accuracy Test)

A line of profile levels was run on photograph 13240 by William A. Rasure, Asst. Photo. Engr. The contours came well within the required accuracy. A couple of points appear to be out more than half a contour interval. However both elevations were taken at the breaking point of a ridge, and a 30 foot shift of the contour would place it in its true position.

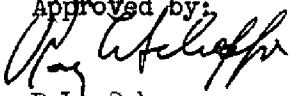
(Horizontal Accuracy Test)

Subject of a special report.

Submitted by:

Herbert W. Burgoyne
Jr. Topo. Engr.

Approved by:


R.L. Schoppe
Chief of Party

26 CONTROL:

The horizontal control for this Map Manuscript consists of four U. S. Coast and Geodetic Survey triangulation stations and three U. S. Geological Survey traverse stations.

The following two U. S. Coast and Geodetic Survey triangulation stations and two U. S. Geological Survey traverse stations fall within the detail limits of the Map Manuscript:

MARLBORO MUNICIPAL TANK, 1943
MELLEWOOD, 1943
TRAVERSE STATION 211, TTBI, 1933 (U.S.G.S.)
TRAVERSE STATION 232, BMZ, 1917 (U.S.G.S.)

The following two U. S. Coast and Geodetic Survey triangulation stations and one U. S. Geological Survey traverse station are just outside the detail limits of this Map Manuscript:

CAMP SPRINGS FIGHTER COMMAND AIRFIELD
CONTROL TOWER, 1943
CHELLENHAM U.S. NAVAL RADIO TANK, 1943
TRAVERSE STATION 39A, TT3T, 1940 (U.S.G.S.)

A field inspection point was established by the Field Inspection Party near U. S. Coast and Geodetic Survey triangulation station, MELLEWOOD, 1943. This field inspection point has been shown on the reverse side of the Map Manuscript with a small orange ink circle.

27 RADIAL PLOT:

The radial plot for this Map Manuscript is part of the Main Radial Plot No. 2 of Project C.S. 288, the descriptive report for which was submitted to the Washington Office on March 24, 1944.

28 DETAILING:

This Map Manuscript has been detailed in accordance with the field inspection data, unless otherwise noted in this report. Nine lens photographs supplemented by

28 DETAILING: (Continued)

single lens photographs were considered satisfactory and sufficient for the detailing of this Map Manuscript. In general the scale of the photographs and the Map Manuscript were in fair agreement.

All planimetric features have been shown with the conventional symbols recommended by the Washington Office.

The extent of tree areas has been shown with a symbol in green acid ink and has been classified according to instructions as follows:

- "A" -- to designate trees 10 feet or more in height
- "B" -- to designate areas of sizable brush
- "C" -- to designate areas of scattered brush and/or trees.

Drainage, where definitely definable, was detailed from the office photographs. Otherwise the drainage was taken directly from the field inspection photographs, after verification by use of the stereoscope.

Roads appearing on this Map Manuscript have been detailed and classified in accordance with the field inspection data and are considered to be 0.5mm wide, unless otherwise noted.

All bridges have been detailed on the Map Manuscript according to field inspection data. It is assumed that unclassified bridges will be classified at the time of the field edit.

Contours shown inside the Fighter Command Station, Camp Springs, Md., were traced on the Map Manuscript from data contained on a plan of the reservation furnished by the Field Inspection Party.

29 SUPPLEMENTAL DATA:

A layout plan of Fighter Command Station, Camp Springs, Maryland, was furnished the Compilation Office to aid in the detailing of houses and roads which were not completed at the time the original field inspection was made.

PARAGRAPHS 30 to 34 INCLUSIVE, not applicable to this Map Manuscript.

35 HYDROGRAPHIC CONTROL:

Form 524 is being submitted for the following recoverable topographic stations:

- 24 Bench Marks, two of which are U.S. Geological Survey traverse stations
- 1 Azimuth Reference Monument

None of the above are suitable for hydrographic control.

36 LANDING FIELDS AND AERONAUTICAL AIDS:

The field report, Paragraph 13, indicates the following aeronautical aids located, namely:

RADIO TOWER AT THE NAVAL RADIO STATION
CONTROL TOWER AT THE CAMP SPRINGS ARMY AIR BASE

The Compilation Office has not been furnished any }?
data on a Radio Tower at the Naval Radio Station.

Due to the inability of the Field Party to obtain access to the Camp Springs Army Air Base, an erroneous location was furnished the Compilation Office on the U. S. Coast and Geodetic triangulation station, CAMP SPRINGS FIGHTER COMMAND AIR FIELD CONTROL TOWER, 1943. Upon subsequent investigation by the Field Inspection Party it was believed to be too costly to identify this station for radial plot purposes. The geographic position of this triangulation station has been plotted on the Map Manuscript. Its location has not been verified by radial intersection.

37 DISCREPANCY OVERLAY:

A discrepancy overlay has been made for this Map Manuscript in order that any deviation from the field inspection data may be noted. In addition, notes for possible use during the field edit are shown. A set of general notes has been included to prevent any misinterpretation of the symbols used.

38 GEOGRAPHIC NAMES:

The results of a geographic names investigation by Jack W. Stingley, have been furnished this Compilation Office on a geographic names overlay of the U. S. Geological Survey, Upper Marlboro, Md. - D.C., 15 minute quadrangle. An alphabetical list of disputed, undisputed and recommended names has been submitted with this descriptive report. Only the undisputed geographic names have been shown on this Map Manuscript.

39 HORIZONTAL ACCURACY:

The horizontal accuracy of this Map Manuscript, for well defined and less well defined points of detail, is believed to be within the limits set forth for War Mapping Projects.

40 RECOMMENDATIONS FOR FUTURE SURVEYS:

The planimetry shown on this Map Manuscript is believed to be complete in all detail. Any necessary deletions, corrections and additions will be made during the field edit.

41 JUNCTIONS:

Junctions with the following Map Manuscripts were in good agreement:

To the North with Map Manuscript for Survey No. T-8262
To the East with Map Manuscript for Survey No. T-8254
To the South with Map Manuscript for Survey No. T-8247

To the West a comparison of junction was made with an enlarged copy, scale 1:20,000, of the U. S. Geological Survey data in that area.

The following planimetric details do not junction:

A Rd. 1, 500m. south of $38^{\circ} 50'$ does not appear on U.S.
G.S. data
Camp Springs Army Air Base does not appear on U.S.G.S.
data
Two streams at $38^{\circ} 47, 3/4'$ do not appear on U.S.G.S.
data
Rd. 20m. north of $38^{\circ} 45'$ does not junction by 10m.

41 JUNCTIONS: (Continued)

Two roads on U.S.G.S. data between $38^{\circ} 48'$ and $38^{\circ} 49'$ are in area now covered by Camp Springs Army Air Base Northern part of "Y" Rd. at $38^{\circ} 49 \frac{3}{4}'$ does not junction by 20m.

Road shown on U.S.G.S. data 300m. north of $38^{\circ} 51'$ cannot be seen on photographs.

Road shown on U.S.G.S. data at $38^{\circ} 45 \frac{1}{2}'$ cannot be seen on photographs.

In order to junction satisfactorily with most of the U.S.G.S. contours it was necessary to make minor adjustments at the junction. This was done only where the adjustment of the contours would not affect the general relief of the land. Where large adjustments are necessary appropriate notes are shown on the discrepancy overlay.

42 REMARKS:

The description furnished in the field inspection report adequately describes the areas covered by this Map Manuscript.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLE

Comparison was made with the U. S. Geological Survey, Upper Marlboro, Md. - D.C., 15 minute quadrangle, scale 1:62,500. Due to scale difference between the Map Manuscript and this quadrangle it was not practicable to compare small details of the planimetric features. In general, common planimetry appears in fair agreement. The most pronounced difference was noted in the area of Camp Springs Army Air Base where a number of new houses and roads have been constructed and consequently do not appear on the U. S. Geological Survey data.

45 COMPARISON WITH NAUTICAL CHARTS:

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

Respectfully submitted:

Margaret A. Velich

Margaret A. Velich
Engineering Draftsman

and

M. Joy Turner

M. Joy Turner
Asst. Photo. Aid

Map Manuscript, Discrepancy
Overlay and Descriptive Report
Reviewed by:

William H. Van Loon

William H. Van Loon
Principal Photogrammetric Aid

Compilation of Map Manuscript
Supervised by:

Joseph Steinberg

Joseph Steinberg
Asst. Photogrammetric Engineer

and

J. Edward Deal, Jr.

J. Edward Deal, Jr.
Asst. Photogrammetric Engineer

Approved and Forwarded:

Fred. L. Peacock

Fred. L. Peacock
Commander C. & G. Survey
Officer-in-Charge
Baltimore Photogrammetric Office.

FIELD EDIT REPORT
QUADRANGLE T-8253
PROJECT CS 288 C
F. L. Gallen, Chief of Party

1. DESCRIPTION OF AREA: See field inspection report.
2. COMPLETENESS OF FIELD INSPECTION: See field inspection report.
3. INTERPRETATION OF THE PHOTOGRAPHS: See field inspection report.
4. HORIZONTAL CONTROL: See item 26, compilation report.
5. VERTICAL CONTROL: All level elevations should be checked in the Washington Office. All bench marks have been checked by the field edit party.
6. CONTOURS & DRAINAGE: See field inspection report. Those contours shown within the Camp Springs Airfield were investigated and found to be incorrect in construction areas. Permission to enter areas of heavy air traffic (runways) could not be obtained, hence the contours were adjusted from profile and cross-section data obtained from the Corp of Engineers. There are, no doubt, areas where the contours may not agree with construction changes in terrain, however it is felt the contours are within the requirements of accuracy. No recent contour map of the field could be obtained.
The contours along the west edge of the quadrangle were checked in the field in order to ascertain whether they could be adjusted to fit the contours of the adjoining U.S.G.S. quadrangle. It was found any such changes would decrease the accuracy of the sheet. It was assumed roads and streams, failing to ^{join at junctions} junction, would not be adjusted and for this reason it was believed it would be inconsistent to make any changes in the contours, if roads and streams are to remain as shown.
7. thru 12. Not applicable to this sheet.
13. LANDING FIELDS & AERONAUTICAL AIDS: A new plan of the Camp Springs Air Field showing all constructions completed or in the process of completion is being submitted with this report. All structures, rds, etc., should be added from this plan.
14. ROAD CLASSIFICATION: All roads have been classified and shown in accordance with instructions from the War Dept. and have been shown in key.
15. BRIDGES: Bridge classifications were made in accordance with instructions from the War Dept. & dated July 23, 1942, and have been shown in key on the sheet by C.C. Fryer, Junior Topographic Engineer. Several new bridges have been classified by the field edit party.

16. BUILDINGS: In general there were few buildings to be added, classified, or deleted. All buildings with the exception of dwellings, have been classified as to type.

17. BOUNDARY MONUMENTS & LINES: Political boundaries were added from county maps and where necessary verified in the field. In the Camp Springs Air Field several officers and men were questioned as to the location of a political boundary line through the field and what voting district they were located in. The summary of opinions were the boundary line followed the new highway circumscribing an arc north of the field to Camp Springs. However whether the boundary line is placed north or south of the Air Field there would be no error of placing local residents in the wrong voting district. The boundary as shown is believed to be correct.

18. GEOGRAPHIC NAMES: This has been a subject of a separate report.

46. METHODS: This quadrangle was field edited on an ozalid and later transferred to a duplicate ozalid in the office. Discrepancies not covered by a suitable symbol were noted on the compilation by a sentence and arrow to the point in question.

All symbols used are standard topographic symbols, except that a green X was used for deletions, and a tick mark was used to show limits of deletion and points of change in road classification. The following color scheme was used.

Deletions	-----	Green
Additions, classifications, names, notes, and elevations	-----	Black
Water Culture	-----	Blue
Political Boundaries	-----	Violet

47. ADEQUACY OF COMPILATION: The compilation of this sheet, as governed by field inspection, is complete and adequate.

48. ACCURACY TESTS: See field inspection report.

Submitted By;

Wendell Bever

Wendell Bever

Junior Topographic Engineer

Approved & Forwarded By;

F. L. Gallen

F. L. Gallen

Chief of Party

GEOGRAPHIC NAMES

Undisputed

- ✓ Abandoned R.R.
- ✓ Alms House
- ✓ Alms House Road
- ✓ Back Branch
- ✓ Berry Lane
- ✓ Brown
- ✓ Brown School
- ✓ Cabin Branch
- ✓ Charles Branch
- ✓ Crain Highway
- ✓ Croom
- ✓ Croom Station
- ✓ Croom Station School
- ✓ Dower House Pond
- ✓ Epiphany Church (not shown)
- ✓ Federal Spring Br.
- ✓ Forest Grove Ch.
- ✓ Forestville
- ✓ Forestville Elementary School
- ✓ Forestville Methodist Ch.
- ✓ Forestville School (colored)
- ✓ Holy Rosary Church
- ✓ Largo - Marlboro Pike
- ✓ Marlboro Pike Road
- ✓ Meadows
- ✓ Meadows School (not shown)
- ✓ Mellwood

MELWOOD on Md. Geol. Survey
Map of Prince Georges Co., Md.

- ✓ Md. State Hwy. 4
- ✓ Md. State Hwy. 202
- ✓ Md. State Hwy. 221
- U.S. ✓ Md. State Hwy. 301
- ✓ Md. State Hwy. 382
- ✓ Mt. Carmel Cem.
- ✓ Oakgrove
- ✓ Osburn Road
- ✓ Pennsylvania R.R.
- ✓ Piscataway Creek
- ✓ Ritchie
- ✓ Ritchie Ch. (not shown)
- ✓ Ritchie School
- ✓ Rosaryville
- ✓ Rosaryville Sch.
- ✓ Sansbury Road
- ✓ Southwest Br.
- ✓ St. Barnabas Chapel
- ✓ St. Luke Ch.
- ✓ St. Mary Ch.
- ✓ St. Marys Ch.
- ✓ St. Thomas Ch.
- ✓ Trinity Ch.
- ✓ Turkey Branch
- ✓ Union Memorial Ch.
- ✓ Upper Marlboro
- ✓ Upper Marlboro High School
- ✓ Western Branch
- ✓ Westphalia
- ✓ White House Road
- ✓ Woodyard
- ✓ Woodyard Road

GEOGRAPHIC NAMES

Recommended

~~Back~~ Road

Disputed

Croom Sta. Rd.

T-8253

1
Decisions

Remarks

1		USGB
2		"
3		Railway Guide
4		Road Maps
5		"
6		1941 Md. State Gazetteer
7		"
8		"
9		Pr. G. Co. Md. Geol. Survey County Map
10		"
11		"
12		"
13		"
14		"
15		"
16		"
17		
18		387767 U.S.G.B
19	v	"
20		"
21		"
22		"
23		"
24		"
25		"
26		387768
27		"

GEOGRAPHIC NAMES

Survey No. T-8253

UPPER MARLBORO quadrangle

1	Name on Survey	A On Chart No.	B On previous survey No.	C On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	K
✓	Maryland	✓								1
✓	Prince Georges County	✓								2
✓	Pennsylvania R.R. (Popes Creek Branch)	✓								3
✓	U.S. No. 301	✓								4
✓	Crain Highway									5
✓	Md. Nos. 4, 202, 382									6
✓	Md. No. 337 (westward from Meadows; probably eliminated by Camp Springs									7
✓	Air base)									8
✓	Md. Nos. 221, 534 (at Ritchie)									9
✓	Md. No. 223 (at Woodward)			??						10
✓	Nottingham No. 4.	✓								11
✓	Brandywine No. 11	✓								12
✓	Surratts No. 9	✓								13
✓	Mallwood No. 15	✓								14
✓	Marlboro No. 3	✓								15
✓	Spaulding's No. 16	✓								16
✓	Kent No. 13	✓								17
✓	Queen Anne No. 7	✓								18
										19
✓	Groom	✓								20
✓	St. Thomas Church	✓								21
✓	St. Mary Church	✓								22
✓	Groom Station	✓								23
✓	Groom Station School	✓								24
✓	Southwest Branch	✓								25
✓	(of Charles Branch)									26
✓	Charles Branch	✓								27
✓	Back Road	✓								28
✓	Rosaryville	✓								29
✓	Rosaryville School	✓								30

T-8253

2
Decisions

Remarks

1		387768
2		"
3		"
4		"
5		"
6		387770
7		388768: remaining
8		names all on this
9		section sheet
10		
11		
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GEOGRAPHIC NAMES

Survey No. T-8253

GEOGRAPHIC NAMES											
Survey No. T-8253											
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		
2		A	B	C	D	E	F	G	H	K	
	U.S. Naval Radio Station	✓								1	
	Holy Rosary Church	✓								2	
	Dower House Pond	✓								3	
	Woodyard	✓								4	
	Woodyard Road	✓								5	
	Piscataway Creek	✓								6	
	Mellwood	✓								7	
	St. Luke Church	✓								8	
	Osburn Road	✓								9	
	Marlboro Pike (Road)	✓								10	
	Camp Springs Army Airport	✓								11	
	Meadows	✓								12	
	Meadows School	✓								13	
	Sansbury Road	✓								14	
	Forest Grove Church	✓								15	
	Forestville	✓								16	
	Forestville Elementary School	✓								17	
	Forrestville School (Colored)	✓								18	
	Forestville Methodist Church	✓								19	
	Epiphany Church	✓								20	
	Alms House	✓								21	
	Alms House Road	✓								22	
	Berry Lane	✓								23	
	Ritchie	✓								24	
	Ritchie School	✓								25	
	Ritchie Church	✓								26	
	Westphalia	✓								27	

T-8253

3

Remarks.

Decisions

1		388768
2		"
3		"
4		388767
5		"
6		"
7		"
8		"
9		"
10		"
11		"
12		387767
13		388767
14		"
15		"
16		"
17		"
18		"
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GEOGRAPHIC NAMES

Survey No. T-8253

3	Name on Survey	On Chart	On previous survey	On U. S. quadrangle	From local	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>Brown</u>	✓								1
	<u>Brown School</u>	✓								2
	<u>White House Road</u>	✓								3
	<u>Southwest Branch</u>	✓ (of Western Branch)								4
	<u>Oakgrove</u>	✓								5
	<u>Large-Marlboro Pike</u>	✓ (No. 202)								6
	<u>St. Barnabas Chapel</u>	✓								7
	<u>Leeland</u>	✓ (partly here?)			Not shown					8
	<u>Turkey Branch</u>	✓								9
	<u>Cabin Branch</u>	✓								10
	<u>Back Branch</u>	✓								11
	<u>Western Branch</u>	✓ (of Patuxent R.)								12
	<u>Federal Spring Branch</u>	✓								13
	<u>Upper Marlboro</u>	✓								14
	<u>Upper Marlboro High School</u>									15
	<u>Mt. Carmel Cemetery</u>	✓								16
	<u>Union Memorial Church</u>	✓								17
	<u>St. Marys Church</u>	✓								18
	<u>Trinity Church</u>	✓								19
										20
										21
										22
										23
										24
										25
										26
										27

Names underlined in red approved
by H. Heck on 6/16/44

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.
published quadrangle at 1:20,000 scale
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.

Division.

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 Section.

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.

Original celluloid manuscript.

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.

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8253

UPPER MARLBORO 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

A horizontal accuracy test was run in this area and found to be within its requirements. For further information see the files in the Div. of Photogrammetry, under Project 288 C. (Copy in Des. Report T-8262)
For information concerning the vertical accuracy test in this area see #48 - Field Inspection Report - inclosed in this Descriptive Report.

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.

There are no previous topographic surveys in this area.

Comparison with Nautical Charts Nos.

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:

No nautical charts cover this area.

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

Only changes of a minor nature were necessary during the review of this map manuscript.

Reviewed June 6, 1944 By Willis W. St. John
under direction of D. H. Benson (per H.M.)

Inspected by B. G. Jones B.G. Jones 5/46.

Examined and approved:

K.T. Adams
Chief, - Surveys Branch
Division of Photogrammetry

Chief, - Topography Section

Robert W. Kna
Chief, Div. of Charts
Nautical Chart Branch

Raymond P. Egan
Chief, Div. of Coastal
Surveys