

# 8550

Diag. Cht. No. 77-5

Form 804

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

## DESCRIPTIVE REPORT

Type of Survey PLANIMETRIC AIR PHOTOGRAPHIC

Field No. \_\_\_\_\_ Office No. T-8550

### LOCALITY

State MARYLAND

General locality PATUXENT RIVER

Locality BRISTOL AND VICINITY

1942-46

### CHIEF OF PARTY

D.E. Sturmer, Chief of Party.

W.F. Deane, Balto. Photo. Office

### LIBRARY & ARCHIVES

DATE

Jan 5 1951

# 8550

## DATA RECORD

T-

Quadrangle (II):

Project No. (II): CS 307

Field Office:

Air Photographic Party No. 2

Chief of Party: Dale E. Sturmer

~~Fred. L. Peacock~~

Compilation Office:

Baltimore Photogrammetric Office

Chief of Party:

William F. Deane

Instructions dated (II III):

Aug. 26, 1943, Supplemented by Sept. 9, 1943  
March 2, 1944, and June 30, 1945Copy filed in <sup>Division of</sup> ~~Descriptive~~~~Report No. T-~~

Photogrammetry Office Files (VI)

Completed survey received in office: 10-16-46

Reported to Nautical Chart Section: 10-23-46

Reviewed: 1-4-49

Applied to chart No.

Date:

Redrafting Completed: 2-2-50

Registered: 12-5-50

Published: Oct. 1950

Compilation Scale: 1:10,000

Published Scale: 1:10,000

Scale Factor (III): None

Geographic Datum (III): N.A. 1927

Datum Plane (III): Mean <sup>High Water</sup> Sea Level

Reference Station (III): PLUMMER, 1933, r. 1945.

Lat.: 38°48' 08.270"  
255.0 m.Long.: 76°41' 21.340"  
514.9 mAdjusted  
~~Unadjusted~~

State Plane Coordinates (VI): Maryland

X =

Y =

Military Grid Zone (VI)

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
12506 - 12514	11/27/42	13:18 EST	1:10,000	0.0' at Mean Low Water

Tide from (III): Predicted Tide Tables, Atlantic Ocean, Reference Station  
Baltimore, Md., with corrections to Hills Bridge, Patuxent River, Md.  
Mean Range: 2.4 Spring Range: 2.8

Camera: (Kind or source)

U.S. Coast & Geodetic Survey Nine Lens Camera, focal length  $8\frac{1}{4}$ "  
and single lens camera

Field Inspection by: Lt. Dale E. Sturmer  
Joseph Steinberg

date: Jan.-May 1945  
Mar.-Apr. 1946

Field Edit by: None

date:

Date of Mean High-Water Line Location (III):

Same as date of photographs, supplemented by date of field inspection

Projection and Grids ruled by (III) S.R.

date: 6-11-45

" " " checked by: S.R.

date: 6-11-45

Control plotted by: Mildred M. Trautman,  
Ruth E. Rudolph

date: 6-16-45, 6-21-45

Control checked by: R.E. Rudolph

date: 6-22-45

Radial Plot by: John M. Reinoldi

date: July-Sept. 1945

Detailed by: John M. Reinoldi  
Joseph W. Vonasek

date: Jan. to May 1946  
May to Sept. 1946

Reviewed in compilation office by: Raymond Glaser

date: Sept. 23 to Oct. 4, 1946

Elevations on Field Edit Sheet  
checked by: Not applicable

date:

STATISTICS (III)

Land Area (Sq. Statute Miles): 56.7

Shoreline (More than 200 meters to opposite shore): 12 statute miles

Shoreline (Less than 200 meters to opposite shore): 25 $\frac{1}{2}$  statute miles  
measured along centerline of streams

Number of Recoverable Topographic Stations established: 26  
(Ten are U.S.G.S. Bench Marks)

Number of Temporary Hydrographic Stations located by radial  
plot: none

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:

FIELD REPORT

MAP MANUSCRIPT

SURVEY NO. T-8550

PATUXENT RIVER, MARYLAND

PROJECT NO. CS-307

1. DESCRIPTION OF THE AREA:

Survey No. T-8550 includes the area along the Patuxent River from just above Nottingham to just south of Bayard.

The Patuxent River is a winding tidal stream bordered alternately by grass covered marsh and fast land. The inland area consists mostly of rolling farm land. The largest town in the area is Bristol. All large streams in the area flow into the Patuxent River. Most of these streams run through dense woodland. The elevation in the area ranges from sea level to a maximum of 180 feet.

2. COMPLETENESS OF FIELD INSPECTION:

The field inspection of the area of this survey was accomplished by two different field units at different times. In 1945 the field unit in the immediate charge of Irving Zirpel, Jr., working under the direct supervision of Lieutenant Dale E. Sturmer, was engaged in the field inspection of the upper Patuxent River. This field unit completed the field inspection of the mean high water line, most of the mean low water line, foreshore and offshore features, and most of the interior inspection with the exception of the greater part of the drainage and a minor part of the tree and road classification on the eastern side of the Patuxent River. The field inspection work was not completed when the field season closed.

The remainder of the interior field inspection work was completed in the spring of 1946 by a field unit operating directly from the Baltimore Photogrammetric Office.

3. INTERPRETATION OF THE PHOTOGRAPHS:

Sufficient notes have been made on the photographs to enable the compiler to augment the field inspection by analogy whenever necessary.

4. HORIZONTAL CONTROL:

All of the horizontal control stations searched for in the area of this survey have been recovered in good condition.

Form 526 is being submitted for seven of the horizontal control stations, shown on the map manuscript.

5. VERTICAL CONTROL:

Nine U.S.Coast and Geodetic Survey bench marks and three U. S. Geological Survey bench marks were recovered and identified on the field photographs. One U. S. Geological Survey bench mark; namely, "B.M.-R.M. WO 21", was recovered but not identified, and one U. S. Geological Survey bench mark; namely, "B.M.-R.M. WO 20", was searched for but not found. Form No. 685 is being submitted for each of these bench marks.

6. DRAINAGE:

Most of the drainage in the area is located in dense woodland areas. The intermittent drainage is usually small deep ravines which are bordered by trees.

The drainage was designated with white washable ink in the office after stereoscopic examination of the photographs. This interpretation was checked in the field by inspection and measuring from identifiable points. In cases where the streams ran through heavy wooded areas and could not be identified by stereoscopic examination, or measured in from identifiable points, drainage was located by short traverses run with a U. S. Engineers pedograph. A special report on "Pedograph Traverses" is filed in the Div. Photogrammetry General Files

All drainage has been shown on the nine lens field photographs for CS 307. or on the single lens photographs with blue ink. Alternate dashes and dots indicate intermittent streams; solid lines indicate perennial streams; dashed lines indicate the limits of swamp.

A few of the perennial streams that pass through low, flat marsh areas could not be identified on the photographs. It was not practical to measure in to them because of the heavy woods and because there were no identifiable points close by. Also, the course of these streams may change after heavy rainfall. These areas have been left blank on the photographs with appropriate notes.

7. MEAN HIGH WATER LINE:

All of the mean high water line has been identified on the photographs in accordance with the instructions for shoreline inspection. All inspection was done either from a dinghy kept close to shore or by traversing on foot. The mean high water line is shown with a dashed red line.

There is much marsh area along the river's edge which is just flooded at mean high water. In most places, the outer limits of the marsh areas have been delineated on the photographs.

In some areas there is no definite line at the edge of the marsh, due to the outer limits of the marsh areas changing with the season. In

the spring and summer, the marsh grass grows out farther to the center of the river, and also much of the area is covered with lily pads. In the fall and winter the lily pads die off and the outer limits of the marsh areas recede towards the shore. With respect to this, local residents were interviewed as to where the edge of the marsh might be, but there was no agreement among them.

The outer limit of the marsh areas, which, in the solid marsh areas, is the edge of the marsh, is shown with an alternate dot and dashed line. Where the outer limit of the marsh areas changes with the season, the area is merely termed "grass in water". All notes are in red. The edge of the marsh adjacent to fast land is shown with a dashed blue line.

8. MEAN LOW WATER LINE:

As the tide range is small, most of the mean low water line is close to the mean high water line, although on some of the mud flats, there is considerable distance between the two.

All the mean low water line was inspected at or near mean low water. In the areas where the mean low water line is close to the mean high water line, it was determined within an accuracy of 10 meters and is shown with an alternate dot and dashed green line. In these areas where the mean low water line is out in the mud flats and can be more easily determined by the hydrographer, it is only given approximately and is shown with a dotted green line.

9. WHARVES AND SHORELINE STRUCTURES:

All of the wharves, piers and other shoreline structures visible on the photographs, within the area of this survey, have been identified on the field photographs.

10. DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE:

All details offshore from the mean high water line revealed by photography has been identified on the field photographs, accompanied with appropriate notes.

11. LANDMARKS AND AIDS TO NAVIGATION:

There are no previously charted landmarks or non-floating aids to navigation within the limits of this survey, and none are recommended.

12. HYDROGRAPHIC CONTROL:

Enough recoverable photo (topographic) stations of either discs, natural or structural objects were selected to give at least a station per mile along the water way. Incomplete descriptions of these are in a sketch book. Sketches for the stations are being submitted on Form No. 524.

12. HYDROGRAPHIC CONTROL: (Continued)

On each form is also an identifying number, referring to the incomplete description in the sketch book. The descriptions are to be completed by the Baltimore Photogrammetric Office. Completed

No sites for temporary photo (topographic) stations were selected.

14. ROAD CLASSIFICATION:

Roads were classified by the 1945 field inspection unit according to Instructions dated September 9, 1943. Roads not classified by this field unit were classified by the sub-party of 1946 in accordance with the "General Instructions for Classification and Compilation of Roads" dated June 30, 1945.

15. BRIDGES:

The positions of numerous culverts and a few small wooden bridges were indicated by symbols and appropriate notes on the field photographs. There is one highway bridge, "Hills Bridge," over the Patuxent River in the area of this survey which is shown on the field photographs with a descriptive note.

16. BUILDINGS AND STRUCTURES:

All public buildings are identified on the photographs. Buildings along the shoreline and those identified by the field unit of 1946 are classified as follows: "a" abandoned, "b" barn, and "d" dwelling. Several new buildings have been located with the pedograph by the 1946 field unit.

18. GEOGRAPHIC NAMES: 414 ✓

A complete investigations of geographic names was made and is the subject of a separate report.

19. CLEARED AREAS:

The cleared areas fall mainly into two categories: cultivated and grass. The following method was used to determine which classification should be used:

If the surface were grass covered, firm enough to support a truck and appeared that it had not been cultivated in the past year or so, it was called grass. If there were any evidence of recent cultivation, it was termed cultivated. Because of a three year farm rotation program, a field that is now grass would soon become cultivated.



COMPILATION REPORT

MAP MANUSCRIPT SURVEY NO. T-8550

PATUXENT RIVER, MD.

KINGS CREEK TO BAYARD

PROJECT NO. CS-307

26. CONTROL:

The horizontal control in the area of the map manuscript for Survey No.. T-8550 consists of fourteen stations. They are as follows:

13 within the detail limits

- ✓ \*\* BRIDGE, 1933, r 1945
- .. ✓ \*\* MARIA, 1933, r 1945
- .. ✓ \* OWENS 1933, r 1945
- .. ✓ \*\* PLUMMER 1933, r 1945
- .. ✓ \*\* WYVILLE 1933, r 1945
- ✓ \*\*\* TT 953+ (U.S.G.S.) 1933
- .. ✓ \*\* TT 973, (U S G S) 1933, r 1945 (also WO 20)
- ✓ TT 982+ (U.S.G.S.) 1933, r 1945
- ✓ \* TT 984+ (U.S.G.S.) 1933, r 1945
- ✓ \* TT 1015+ (U.S.G.S.) 1933, r 1945
- ✓ TT 1021+ (U.S.G.S.) 1933, r 1945
- ✓ TT 1049+ (U.S.G.S.) 1933, r 1945
- ✓ \* TT 1151 (U.S.G.S.) 1933, r 1945 (also WO 21)

*Unmarked stations  
deleted from manuscript.*

1 outside the limits of the map manuscript

- ✓ TT 991+ (U.S.G.S.) 1933, r 1945

Eight of the above stations were used to control the radial plot.

\* Not used to control the radial plot

\*\* Identified by a well defined substitute station. The positions of these substitute stations have been shown on the map manuscript with very small black acid ink circles accompanied by the note "Sub Sta."

\*\*\* Identified in the compilation office; not held in the radial plot.

## 27. RADIAL PLOT:

The radial plot for the area of Survey No. T-8550 is part of the combined plot made with celluloid templates for that part of Project CS-307 assigned to the Baltimore Photogrammetric Office, which includes the areas covered by Surveys Nos. T-8547 to T-8550 inclusive. Satisfactory results were obtained.

For further information refer to the separate radial plot report for the Patuxent River, Chesapeake Bay Area, Maryland, submitted to the Washington Office on February 25, 1946, which explains thoroughly the plotting method, the difficulties encountered and the results obtained. Filed in the Div. of Photogrammetry General Files.

## 28. DETAILING:

The field data, horizontal control stations and horizontal pass points available for the compilation of the survey were adequate.

The photograph coverage for the area of the survey was insufficient. Due to the large amount of topographic relief in the area of this survey, delineation from the outer wings of the nine lens photographs was unsatisfactory, and since the photographic coverage was insufficient, ratio prints of single lens photographs were ordered from the Washington Office. These single lens photographs, although not exactly compilation scale, proved of great value in delineating outer limits of the survey. Special care in delineation was necessary due to the fact that numerous cultural changes occurred during the four year interval between the date of the ratio prints and the date of the nine lens photographs.

The limits and field classification symbols of all woodland areas have been delineated on an overlay with solid black acid ink lines according to the Instructions dated June 30, 1945. Instructions filed in Div. Photogrammetry Office Files

Roads were classified by the 1945 field inspection unit according to Instructions dated September 9, 1943. The sub-party of 1946 classified roads in accordance with the "General Instructions for Classification and Compilation of Roads" dated June 30, 1945. All roads were delineated and classified as indicated on the field photographs.

All drainage was delineated as shown on the field inspection photographs. In some case, drainage identified by the 1946 sub party super-

seded the drainage shown on the nine lens photographs by the 1945 party.

29. SUPPLEMENTAL DATA:

The following surveys cover the area of the map manuscript for Survey No. T-8550:

<u>SURVEY</u>	<u>DATE</u>	<u>SCALE</u>
T-2878	1908	1:10,000
T-2836 a	1907	1:20,000

None of these surveys by the United States Coast and Geodetic Survey were available to the compilation office. Compared during review.

30. MEAN HIGH WATER LINE:

The mean high water line bordering along firm ground has been delineated in accordance with field inspection data and is shown with a continuous heavy weight black acid ink line. The outer limits of marsh areas have been delineated with the continuous light weight black acid ink line and the areas of marsh shown with the conventional symbol. Certain areas were termed "grass in water" by the field inspection unit where no definite boundary was discernible. These areas were shown on the map manuscript with the conventional grass in water symbol and no definite shoreline was shown.

31. LOW WATER AND SHOAL LINES:

The position of the accurately determined mean low water line has been delineated in accordance with the field data and has been shown with an alternate dot and dash black acid ink line. The position of the mean low water line is believed to be within an accuracy of 10 meters according to the field inspection unit.

The position of the approximate mean low water line within the area of the survey has been delineated in accordance with the field data and has been shown with a dotted black acid ink line.

The approximate outline of shoal areas was delineated in accordance with the compilation office interpretation of the photographs and is for the advance information of the hydrographic parties only. Shown with a long dash black acid ink line, accompanied with the note "Shoal".

32. DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE:

All piling, mud, grass, and other offshore details have been shown on the map manuscript in accordance with the field data and accompanied with descriptive notes.



33. WHARVES AND SHORELINE STRUCTURES:

All wharves, piers, docks and other shoreline structures have been delineated in accordance with the field data and accompanied with descriptive notes.

34. LANDMARKS AND AIDS TO NAVIGATION:

There are no previously charged landmarks or non-floating aids to navigation within the limits of the map manuscript, and none have been recommended.

35. HYDROGRAPHIC CONTROL:

26 recoverable photo (topographic) stations, ten of which are bench marks, are shown in the area of the map manuscript. A list of the descriptions of these stations is attached to this report.

Form 524 is being submitted for each of the stations. *Filed in Div Photogrammetry General Files.*

There are no temporary photo (topographic) stations within the area of this map manuscript.

38. GEOGRAPHIC NAMES:

*(S.R. 73, 1146)*  
The results of a geographic name investigation were furnished the compilation office in a special report by the field party.

A list of undisputed and disputed geographic names in the area of this survey is attached to this report. *Approved by Geographic Names Section, Division of Charts.*

39. JUNCTIONS:

The junction with Map Manuscript Survey No. T-8549 to the south has been made and is in agreement. There are no contemporary surveys to the north, east and west.

40. POSITION ACCURACY OF IMPORTANT PLANIMETRIC DETAILS:

Believed to be within 0.5 millimeters, except along the eastern and western limits of the survey where, due to insufficient photographic coverage, it is believed to be within 1.0 millimeter.

41. RECOMMENDATIONS FOR FUTURE SURVEYS:

Map Manuscript Survey No. T-8550 is complete with respect to all known details necessary for charting, except the charted features not definitely revealed by photography, which should be investigated during the next hydrographic survey. These features have been noted in "Notes to



Hydrographic Parties" attached to this report and indicated on a section of Nautical Chart No. 539 also attached to this report.

42. REMARKS:

The description, as furnished in the field report, adequately describes the area of this map manuscript.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

United States Geological Survey, Owensville, Maryland, 15' Quadrangle, scale 1:62,500, edition of 1905. Reprinted 1942.

United States Geological Survey, Prince Frederick, Maryland, 15' Quadrangle, scale 1:62,500, edition of 1938.

In general, the planimetry common <sup>to</sup> the quadrangle and the map manuscript is in fair agreement, with the exception of the shoreline north of Hills Bridge and the shoreline from Selbys Landing to Jackson Landing. These differences are discussed in "Notes to Reviewer", and in "Notes to Hydrographic Parties" attached to this report.

45. COMPARISON WITH NAUTICAL CHARTS:

United States Coast and Geodetic Survey Chart No. 539, scale 1:40,000, published at Washington, D. C., September 1934, reissued October 1938 and corrected to January 6, 1945. Common area.

In general, planimetry common to the chart and to the map manuscript is in good agreement, with the exception of the shoreline north of Hills Bridge. Differences are discussed in the "Notes to Reviewer" and in the "Notes to Hydrographic Parties" attached to this report.

Respectfully submitted  
10 October 1946

Joseph W. Vonasek  
Joseph W. Vonasek  
Photogrammetric Engineer

Map Manuscript and  
Descriptive Report  
Reviewed by

Raymond Glaser  
Raymond Glaser  
Engineering Draftsman

Compilation of Map Manuscript  
Supervised by

Harry R. Rudolph  
Harry R. Rudolph  
Photogrammetric Engineer

Approved and forwarded  
16 October 1946

William F. Deane  
William F. Deane  
Chief of Party, C&G Survey  
Officer in Charge  
Baltimore Photogrammetric Office

GEOGRAPHIC NAMES

Undisputed

- ✓✓ BRISTOL ✓
- ✓✓ BRISTOL LANDING ✓
- ✓✓ CHANEY ✓
- ✓✓ CHARLES BRANCH ✓
- Abandoned ✓✓ CHESAPEAKE BEACH R.R. ✓
- ✓✓ DARNALL ✓
- ✓✓ DRURY ✓
- ✓✓ DUNKIRK ✓ T-8549
- ✓✓ HALL CREEK ✓ T-8549
- ✓✓ HILLS BRIDGE ✓
- ✓✓ JACKSON LANDING ✓

- ✓ U.S. 301 ✓
- State No ~~525~~ ✓ T-8549 ✓
- ✓ " " 416 ✓
- ✓ " " 258 ✓
- ✓ " " 4 ✓
- ✓ " " 259 ✓

- ✓✓ KINGS CREEK ✓ T-8549
- ✓✓ LYONS CREEK (creek) ✓
- ✓✓ LYONS CREEK (village) ✓
- ✓✓ LYONS CREEK WHARF ✓
- ✓✓ MATAPONI CREEK ✓
- ✓✓ MT. CALVERT ✓
- ✓✓ PATUXENT RIVER ✓
- ✓✓ PINDELL ✓
- ✓✓ SELBYS LANDING ✓
- ✓✓ TANYARD BRANCH ✓ T-8549
- ✓✓ WESTERN BRANCH ✓
- ✓✓ Peaks Point ✓
- ✓ Wesley ME Ch
- ✓ Sollers ME Ch
- ✓ Bristol Sch.
- ✓ Mt. Calvary ME Ch.
- ✓ Chaney Sch.

Names preceded by •  
are approved. 12/28/48  
LH

Names rechecked  
and approved

2-21-50

a.f.w.

GEOGRAPHIC NAMES

Disputed

From Nautical Chart No. 539  
and U. S. Geological Survey,  
Owensville Quadrangle Map

From Geographic Names  
Investigation, in 1945

~~LEON~~

✓ • TURON BRANCH (recommended by S.R.73)

✓ • PEAKS POINT ✓

TWO RUN BRANCH ✓



PATUXENT RIVER, MARYLAND  
PROJECT NO. CS-307

DESCRIPTIONS OF THE RECOVERABLE PHOTO (TOPOGRAPHIC) STATIONS FOR THE  
AREA OF MAP MANUSCRIPT, SURVEY NO. T-8550.

NUMBER OF RECOVERABLE PHOTO (TOPOGRAPHIC) STATIONS. . . . . 26

LISTED BY Joseph W. Vonasek  
Joseph W. Vonasek  
Photogrammetric Engineer

CHECKED BY Ruth E. Rudolph  
Ruth E. Rudolph  
Photogrammetric Aid

1. "DORMER, 1945". The station is the middle dormer (east gable) of a two story brown house. Station is 0.85 mile south of Hills Bridge, 250 meters west of M.H.W.L., 350 meters east of dirt road running north to Route #4. The house is rectangular, has six dormers, 3 on the east side and 3 on the west side. The middle dormer has a double window and a ventilator directly under the gable.
2. "CHIMNEY, 1945". The station is a brick chimney on the east gable of a large 3 story brick house. The house is 1.2 miles SSW of Hills Bridge, 1.5 miles south of Route #4, at the end of a dirt road, 340 meters north of Western Branch, 210 meters east of Western Branch. The house is a brick building with two large brick chimneys at the east and west gables. There is a large dormer on both the north and south side.
3. "CHIMNEY, 1945". The station is a green painted brick chimney on a one-story frame house. Station is located at Peaks Point, 105 meters east of M.H.W.L., 30 meters SW of dirt road to Bristol. The house is rectangular shaped with a small addition on the SW end. House also has a dormer on the east side and another brick chimney on the NE gable. The chimney on the SW gable is offset 1.5 m. NE from the gable; this chimney is the station.
4. "PIER, 1945". The station is the center of a round foundation pier for the old Chesapeake Beach R.R. The pier is in the middle of the Patuxent River, 1/4 mile south of the mouth of Western Branch. The pier is about 12' in diameter and covered with sheet iron. The inside is filled with cement and there is a square iron plate 1 ft. square set in the middle of the concrete.
5. "GABLE, 1945". The station is the east gable of a 3 story frame house on the western shore of the Patuxent River. House is at Jackson Landing 0.6 mile south of old Chesapeake Beach R.R. crossing at the river, 40 meters west of M.H.W.L. on a 25' bluff. The house is painted yellow and has a dormer on both north and south sides. The east end has a single window under the gable and four windows on the second story.
6. "CHIMNEY, 1945". The station is the red brick chimney on the west gable of a two story frame house. The house is 0.85 mile SE of old Chesapeake Beach RR crossing at the Patuxent River, 80 meters east of M.H.W.L., and 25 meters north of M.H.W.L. The house has a chimney on both east and west gables and a small one story addition on the southern side. The western end of the main house has only one window.
7. "GABLE, 1945". The station is the SW gable of a large corrugated iron silica plant, on the eastern shore of the Patuxent River, about 1 mile ESE of an abandoned airfield. The gable is more to the north of the building and the west end has a window directly under the gable. There is a tall smoke stack at the NE end of the plant. The SW end has a large sliding door and a large window to the north of the door.

8. "GABLE, 1945". The station is the west gable of a three story white clapboard house, on the east bank of the Patuxent River,  $1\frac{1}{2}$  miles SE of an abandoned airfield, 0.6 mile south of Lyons Creek. There is a window directly beneath the gable and two windows in the second story. There are two red brick chimneys on the roof ridge.
9. "VENTILATOR, 1945". The station is the middle ventilator of three on the ridge of an abandoned silica plant on the east bank of the Patuxent River about 1 mile north of Nottingham, 1.6 miles west of Dunkirk. The plant is made of corrugated iron. The roof ridge runs north and south. The west side has five large windows and one half size.
10. "GABLE, 1945". The station is the east gable of a small one story summer cottage about  $1/2$  mile north of Nottingham on the west bank of the Patuxent River, at the end of a dirt road running east from Kings Creek. Cottage has a porch on the east and one half of the north sides.
31. "CHIMNEY 1945". The station is a cement chimney about 1 meter east of the west gable of a  $2\frac{1}{2}$  story white clapboard house with green trim and green roof. There are two small windows on the upper story of the west end directly under the gable. The house has a concrete foundation under the main part and a one story addition on the western end. There is a well with concrete curbing 8 meters to the north. Station is 700 meters north of Drury and 145 meters SE of the Patuxent River.
32. B.M. "L-18, 1935, r 1945". The station is U.S.C. & G.S. B.M. "L-18 1935". The disc is set in the east abutment of Hills Bridge on the top of the south wing wall.
33. "BETT, 1945". The station is a standard topographic disc set in 8" tile pipe protruding 6" above the ground, 12.2 meters from M.H.W.L., stamped "BETT 1945". Station is about 500 meters east of the center of an abandoned airfield, 15 meters NW of an old wooden dock which has house on it, and 10 meters north of dirt road.
34. "NOTT, 1945". The station is a standard bronze disc set in 8" tile pipe protruding 6" above the ground and stamped "NOTT 1945". Station is 7 meters from M.H.W.L. and 2 meters north of artesian well, about  $1\frac{1}{2}$  miles north of Nottingham on the west bank of the Patuxent River. Mark is at NE corner of a field and on the only piece of fast land that touches the river bank. There is marsh on both south and north sides.
36. "GABLE 1945". The station is west gable of large unpainted barn with tin roof and two cupolas. Barn has small addition on eastern end. Station is about  $1/2$  mile east of Hills Bridge, 235 meters south of the Patuxent River, 160 meters NNE of road junction, Maryland State Route #416 with Maryland State Route #4.

37. "JUNE 1945". The station is about  $1\frac{1}{2}$  miles north of Drury, 16.8 meters south of the centerline of a dirt road, 38 meters east of M.H.W.L. , and 0.5 meter east of the SE corner of old house foundation which is marked by a 12" log set in the ground protruding about 1.5' above the ground. Station is a standard disc set in 8" tile pipe, protrudes 6" above the ground and is stamped "JUNE 1945".

39. "JUGG 1945". The station is a standard disc set in tile pipe protruding 6" above ground, stamped "JUGG 1945" on land owned by J. R. Riggleman, 0.9 mile SW of Pindell, on the east bank of the Patuxent River. The station is 41.5 meters west of a drain running south through field, 38 meters north of the SW corner of field, 2.6 meters west of the edge of a 30' dirt bluff, 10 meters east of M.H.W.L.

B.M. "M-36 1941" (U.S.G.S.) Station is about 1.2 miles east along State Highway 4 from the Pennsylvania Railroad Station at Upper Marlboro, Prince Georges County, at the top of a hill, 29.2 feet west of the center line of the highway, and 1.5 feet south of one of two brick gateposts marked "Ashland". A standard disc, stamped "M 36 1941" and set in the top of a concrete post.

B.M. "N 36 1941" (U.S.G.S.) Station is about 0.6 mile south along State Highway 416 from the junction of State Highway 4 at Drury, Anne Arundel County, at a concrete culvert, in the center of the top of the head wall, 15 feet west of the center line of the highway, and 3.6 feet north of a white wooden post stenciled "U.S.B.M.". A standard disk stamped "N 36 1941".

B.M. "P 36 1941" (U.S.G.S.) Station is about 1.6 miles south along State Highway 416 from the junction of State Highway 4 at Drury, Anne Arundel County, about 0.7 mile north of Bristol, at a concrete bridge over a small creek, in the top of the southwest wing wall, 1.7 feet west of the concrete bannister, and 15 feet west of the center line of the highway, A standard disk, stamped "P 36 1941".

B.M. "Q 36 1941" (U.S.G.S.) Station is about 0.3 mile south along State Highway 416 from the crossroads at Bristol, Anne Arundel County, at a concrete culvert, in the top of the east head wall, 15 feet east of the center line of the highway, and 2.0 feet south of a white wooden post stenciled "U.S.B.M." A standard disc, stamped "Q 36 1941".

B.M. "R 36 1941" (U.S.G.S.) Station is about 1.4 miles south along State Highway 416 from the crossroads at Bristol, Anne Arundel County, at a concrete culvert in the top of the west headwall, 16 feet west of the center line of the highway, and 1.6 feet north of a white wooden post stenciled "U.S.B.M.". A standard disk, stamped "R 36 1941".

B.M. "S 36 1941" (U.S.G.S.) Station is in Calvert County, about 3.1 miles south along State Highway 416 from the crossroads at Bristol, Anne Arundel County, at the south end of the east guardrail, 32 feet east of the center line of the highway, 8 feet north of a farm-road gate, and 2 feet west of a white wooden post stenciled "U.S. B.M." A standard disk, stamped "S 36 1941" and set in the top of a concrete post projecting about 8 inches above ground.

B.M. "CHISELED SQUARE" (U.S.G.S.) Station is in Calvert County about 3.2 miles south along State Highway 416 from the crossroads at Bristol, Anne Arundel County, about 1.9 miles north of Dunkirk, at a concrete bridge, and on the top of the east end of the north abutment. A chiseled square.

B.M. "T 36 1941" (U.S.G.S.) Station is about 0.9 mile north along State Highway 416 from the crossroads at Dunkirk, Calvert County, 95 feet south of a concrete bridge over a small creek, 25 feet south of a road leading to a farmhouse, 22 feet west of the center line of the highway, and near a white wooden post stenciled "U.S.B.M.". A standard disk, stamped "T 36 1941" and set in the top of a concrete post projecting about 4 inches above ground.

1945

IDENTIFICATION REPORT  
MAP MANUSCRIPT, SURVEY NO. T-8550

PROJECT NO. CS.307

<u>STATION</u>	<u>U.S.G.S. QUADRANGLE</u>	<u>RECOVERY DATE</u>	<u>PRICKING DATA</u>
BRIDGE, 1933	Owensville	1/3/45	Positive
MARIA, 1933	Owensville	1/3/45	Fair
OWENS, 1933	Owensville	1/4/45	Not pricked
PLUMMER, 1933	Owensville	1/3/45	Positive
WYVILLE, 1933	Owensville	1/3/45	Positive
TT 953+ (U.S.G.S.) 1933	Owensville	Identified in compilation office	
TT 973 (U.S.G.S.) (WO 20) 1933	Owensville	1/16/45	Positive
TT 982+ (U.S.G.S.) 1933	Prince Frederick	1/23/45	Positive
TT 984+ (U.S.G.S.) 1933	Prince Frederick	1/22/45	Positive
TT 1015+ (U.S.G.S.) 1933	Prince Frederick	1/24/45	Doubtful
TT 1021+ (U.S.G.S.) 1933	Prince Frederick	1/24/45	Positive
TT 1049+ (U.S.G.S.) 1933	Prince Frederick	1/22/45	Positive
TT 1151 (U.S.G.S.) 1933 (WO 21)	Prince Frederick	1/9/45	Good
TT 991+ (U.S.G.S.) 1933	Prince Frederick	1/23/45	Doubtful

See p. 9, Compilation Report, for stations deleted.

# NOTES FOR HYDROGRAPHIC PARTIES

## PATUXENT RIVER, MARYLAND

MAP MANUSCRIPT, SURVEY NO. T - 8550

PROJECT NO. CS - 307

The 2½ mm black acid ink circles accompanied by a name and date (1945) are the positions of the recoverable photo (topographic) stations. The list of the descriptions of these stations is attached to this report.

The very small black acid ink circles accompanied with the note "Sub Sta" are the positions of substitute stations. A brief description of these stations may be found on the pricking card, Form No. M-982-1, submitted to the Washington Office.

The alternate dot and dash line is the position of the mean low water line. The dotted line is the approximate position of the mean low water line.

The following charted feature was not definitely revealed by photography and should be investigated during the next hydrographic survey:

### Sunken wreck south of Selbys Landing

Note: For location, see section of Chart No. 539 attached to this report. This feature has been indicated on the section of the chart by a red ink line around the area in which it falls.

### Features in disagreement

The shoreline north of Hills Bridge is shown on the map manuscript as a pronounced curve while the chart shows the shoreline with a more or less straight course in this area.

Two charted piers at Bristol Landing are shown on the map manuscript as old cribbings.

A charted bridge at the now abandoned Chesapeake Beach RR crossing is shown on the map manuscript as several groups of piling, cribbing, and a concrete filled pier in the middle of the river.

Note: For location, see section of Chart No. 539 attached to this report. These features have been indicated on the section of the chart by a green ink line around the area in which they fall.

Respectfully submitted

10 October 1946

*Joseph W. Vonasek*  
Joseph W. Vonasek  
Photogrammetric Engineer

Approved and Forwarded:

16 October 1946

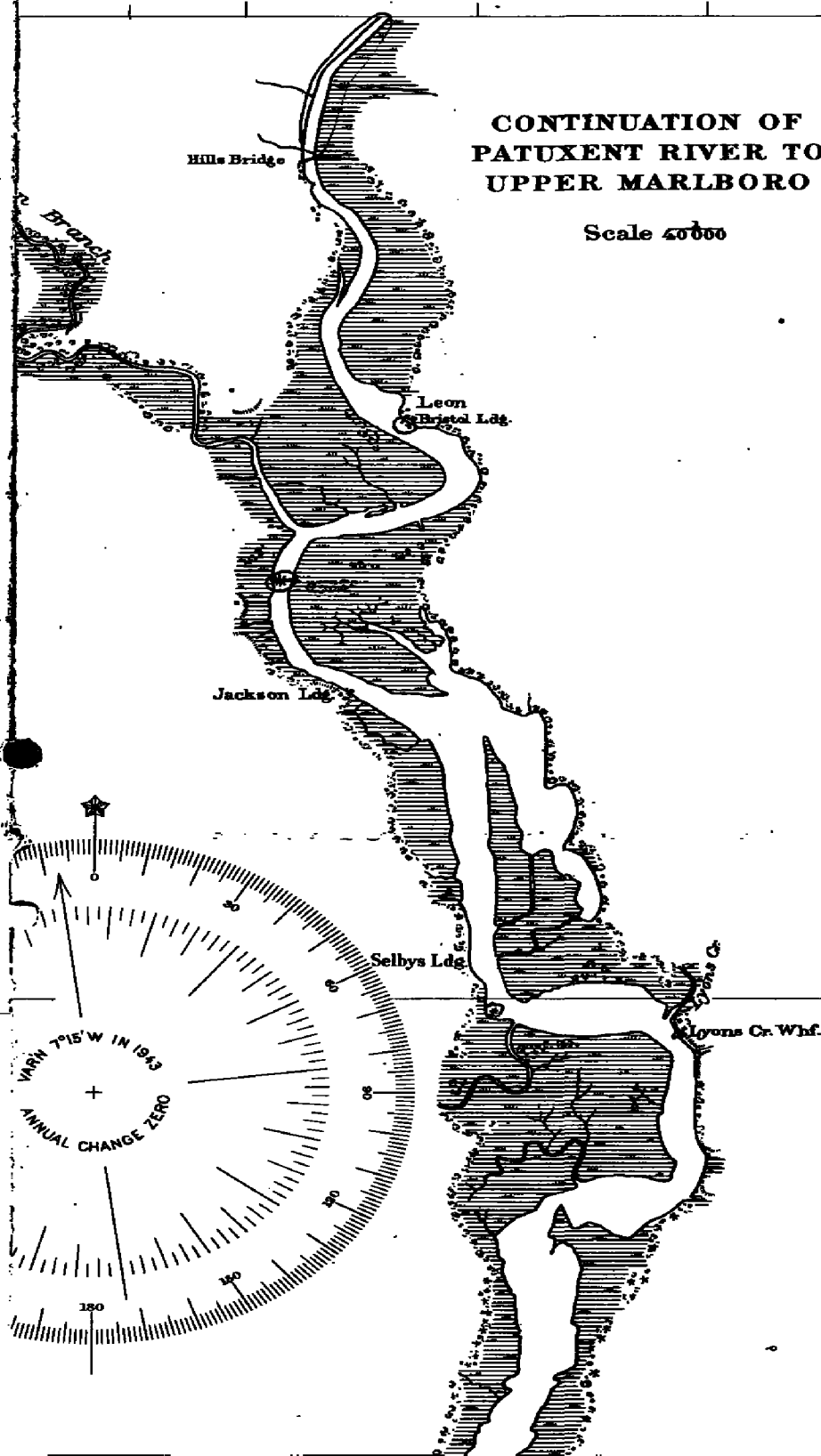
*William F. Deane*  
William F. Deane  
Chief of Party, C&G Survey  
Officer in Charge  
Baltimore Photogrammetric Office



40' N.A. 1927

# CONTINUATION OF PATUXENT RIVER TO UPPER MARLBORO

Scale 40000



Division of Photogrammetry  
Review Report of  
Planometric Map Manuscript T-8550

Subject numbers not used in this report have been adequately covered in other parts of the Descriptive Report.

26. Control.--Unmarked traverse stations located at road intersections and at centerlines of roads and culverts have been deleted from the map manuscript.

A form 524 card was prepared for ML 13, 1965. This station is included in the list of descriptions of recoverable topographic stations attached to the descriptive report. The original 524 card prepared in the Compilation Office could not be found.

28. Detailing.--Two types of road classification were shown on the map manuscript. Some were classified according to the instructions of 9 September 1943, while others were classified according to instructions of 30 June 1945. The roads have been reclassified and an explanatory note to the sheet drafter has been added to the map manuscript.

Woodland areas were ~~not~~ transferred to the map manuscript from the woodland overlay.

The field inspection symbol has been used to show the low water line. A dot dash line represents a definite low water line and a dotted line represents the approximate low water line. The apparent shore line has been shown with a solid fine ink line.

43. Comparison with Previous Surveys:

T-2336a	1:20,000	1907
T-2878	1:10,000	1908

Common features in common areas on these surveys are superseded by the map manuscript *for nautical charting purposes.*

44. Comparison with Existing Topographic Quadrangles:

Crowsville, Md.	U.S.G.S.	1:62,500	1954-55
Prince Frederick, Md.	U.S.G.S.	1:62,500	1890, rev. 1900, 1904
Pristol, Md.	U.S.G.S.	1:61,680	1942-44

45. Comparison with Nautical Charts.--

Chart No. 539, 1:40,000, 1954, latest revision date 1/12/48

*There are no significant differences between T-8550 and the nautical chart.*

51. Application to Nautical Charts:-This map manuscript  
has not been applied to Chart 539.

Reviewed by:

K. H. Maki  
K. H. Maki - 1/4/49

Reviewed under direction of:

G. V. Griffith  
G. V. Griffith K.H.M.  
Chief, Review Section

Approved by:

B. G. Jones 12/50  
Spec. sent to the  
Chief, Div. of Photogrammetry

H. R. Edmonston  
Chief, Nautical Chart Branch  
Division of Charts

O. S. Reading  
Chief, Div. of Photogrammetry

W. M. Scaife  
Chief, Division of Coastal  
Surveys