Form 504
U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: Topographic
Field No.: 2700
Office No.: 2700

LOCALITY
State: Virginia
General locality: Occoquan
Locality: Bevy and Belmont

CHIEF OF PARTY:

1904

LIBRARY & ARCHIVES

DATE: ____________________________
Treasury Department,
U. S. COAST AND GEODETIC SURVEY.

O. H. Letmann
Superintendent.

State: Va.

DESCRIPTIVE REPORT.

Type Sheet No. 2700

LOCALITY:

Potomac River - W. Shore
Neapeake Creek
Pimmiton Creek

1904-5

CHIEF OF PARTY:

S. Forey, Aaa
Department of Commerce and Labor

U.S. G. S. Survey

C.H. Kittmann Superintendent

Descriptive Report-Topographical Sheet

Survey of the Potomac River

Deep Creek to Accoquin Creek

1904-5

Scale 1/20,000

This sheet represents the survey of the Potomac River, main line and
interior county tracts, and other topographical detail. The main line of
the river was changed slightly, in Quantico
one High Point—Belmont Bay, and
Occoquan Bay, and at the Mouth of
Potomac Creek, since the last survey was
made, the bay line from Quantico, one
High Point, thence to Sandy Point. The
has landed, land and land in many places to the
extent of 60 feet.

The contours are shown for easy 10 foot
difference of level from mean high water.
on the Potomac River, the plane of reference. The artillery emplacements are indicated by broken red lines. The heights are given in feet and from the elevation above the plane of reference.

The initial topography was carried out from the shore line to the High Land overlooking the river. The shore line and initial topography was carried up Occoquan Creek to the banks of Occoquan Head of Navigation. Roads passing through the town were run with Plane Table traversing triangulation stations and will determine Plane Table stations on the town line. The heights were carried along by vertical angles from the plane of reference. Heights and traverse lines were checked at key opportunity on triangulation signals and will determine Plane Table points.

In the same manner where it was practicable to use Plane Table stations, the contours were sketched from Plane Table stations on the roads, flags in trees on the summits of the hills were determined from stations on the town. Their heights were also determined on the plane of reference. Also the heights of the flags in the trees above the ground were measured with
Department of Commerce and Labor

It is stated that when the line fell on one of the trees. The use of the hills was also determined, in position and height, and the contours sketched in between.

The interior country from Green Cove to Scotch Creek along the line in farming and dairy land. While the

hills look an acrel with dense timber. Occasional is very old standing from about six.

Collins A.M. Respectfully submitted

July 5th 1905

Herman Hanson

Capt. E. H. Sherry

No. 7.

[Est. $44,190.00—500,000]
<table>
<thead>
<tr>
<th>Station</th>
<th>Longitude Meter</th>
<th>Latitude Meter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Occoquan Creek</td>
<td>77° 14'</td>
<td>38° 40'</td>
</tr>
<tr>
<td>Chestnut</td>
<td>77° 14'</td>
<td>38° 40'</td>
</tr>
<tr>
<td>Edelotz</td>
<td>77° 14'</td>
<td>38° 40'</td>
</tr>
<tr>
<td>Landing</td>
<td>77° 14'</td>
<td>38° 40'</td>
</tr>
<tr>
<td>Edge</td>
<td>77° 14'</td>
<td>38° 40'</td>
</tr>
<tr>
<td>Interack</td>
<td>77° 15'</td>
<td>38° 40'</td>
</tr>
<tr>
<td>Point</td>
<td>77° 15'</td>
<td>38° 40'</td>
</tr>
<tr>
<td>Syke</td>
<td>77° 15'</td>
<td>38° 40'</td>
</tr>
<tr>
<td>Leaf</td>
<td>77° 15'</td>
<td>38° 40'</td>
</tr>
<tr>
<td>Rocky Point</td>
<td>77° 15'</td>
<td>38° 40'</td>
</tr>
<tr>
<td>Fairy</td>
<td>77° 15'</td>
<td>38° 40'</td>
</tr>
<tr>
<td>Grindem</td>
<td>77° 15'</td>
<td>38° 40'</td>
</tr>
<tr>
<td>Bark</td>
<td>77° 15'</td>
<td>38° 41'</td>
</tr>
<tr>
<td>Hair</td>
<td>77° 15'</td>
<td>38° 41'</td>
</tr>
<tr>
<td>Rock</td>
<td>77° 15'</td>
<td>38° 41'</td>
</tr>
<tr>
<td>Charles Chimney</td>
<td>77° 15'</td>
<td>38° 41'</td>
</tr>
<tr>
<td>Main House</td>
<td>77° 15'</td>
<td>38° 41'</td>
</tr>
<tr>
<td>Red Chimney</td>
<td>77° 15'</td>
<td>38° 40'</td>
</tr>
<tr>
<td>Basket Coke</td>
<td>77° 15'</td>
<td>38° 40'</td>
</tr>
<tr>
<td>High Top Pole</td>
<td>77° 15'</td>
<td>38° 40'</td>
</tr>
<tr>
<td>Upper Occoquan</td>
<td>77° 15'</td>
<td>38° 40'</td>
</tr>
<tr>
<td>Brent Chimney</td>
<td>77° 15'</td>
<td>38° 40'</td>
</tr>
<tr>
<td>Station</td>
<td>Longitude</td>
<td>Meters</td>
</tr>
<tr>
<td>---------------</td>
<td>-----------</td>
<td>--------</td>
</tr>
<tr>
<td>77.14</td>
<td>580</td>
<td>38.46</td>
</tr>
<tr>
<td>77.12</td>
<td>786</td>
<td>38.34</td>
</tr>
<tr>
<td>77.11</td>
<td>760</td>
<td>38.35</td>
</tr>
<tr>
<td>77.11</td>
<td>569</td>
<td>38.35</td>
</tr>
<tr>
<td>77.12</td>
<td>258</td>
<td>38.35</td>
</tr>
<tr>
<td>77.13</td>
<td>420</td>
<td>38.34</td>
</tr>
<tr>
<td>77.14</td>
<td>86</td>
<td>38.33</td>
</tr>
<tr>
<td>77.14</td>
<td>262</td>
<td>38.33</td>
</tr>
<tr>
<td>77.15</td>
<td>541</td>
<td>38.36</td>
</tr>
<tr>
<td>77.15</td>
<td>472</td>
<td>38.36</td>
</tr>
<tr>
<td>77.14</td>
<td>1339</td>
<td>38.36</td>
</tr>
<tr>
<td>77.14</td>
<td>1099</td>
<td>38.38</td>
</tr>
<tr>
<td>77.16</td>
<td>447</td>
<td>38.38</td>
</tr>
<tr>
<td>77.13</td>
<td>1018</td>
<td>38.38</td>
</tr>
<tr>
<td>77.13</td>
<td>684</td>
<td>38.38</td>
</tr>
<tr>
<td>77.13</td>
<td>88</td>
<td>38.39</td>
</tr>
<tr>
<td>77.13</td>
<td>461</td>
<td>38.38</td>
</tr>
<tr>
<td>77.13</td>
<td>365</td>
<td>38.38</td>
</tr>
<tr>
<td>77.13</td>
<td>245</td>
<td>38.38</td>
</tr>
<tr>
<td>77.12</td>
<td>1066</td>
<td>38.39</td>
</tr>
<tr>
<td>77.11</td>
<td>952</td>
<td>38.39</td>
</tr>
<tr>
<td>77.11</td>
<td>1846</td>
<td>38.38</td>
</tr>
<tr>
<td>77.12</td>
<td>1418</td>
<td>38.38</td>
</tr>
<tr>
<td>Station</td>
<td>Longitude</td>
<td>Metre</td>
</tr>
<tr>
<td>-------------------------</td>
<td>-----------</td>
<td>-------</td>
</tr>
<tr>
<td>White Clay</td>
<td>77.13</td>
<td>275</td>
</tr>
<tr>
<td>Clay Head</td>
<td>77.13</td>
<td>600</td>
</tr>
<tr>
<td>White Point</td>
<td>77.13</td>
<td>1233</td>
</tr>
<tr>
<td>White Point House</td>
<td>77.12</td>
<td>1096</td>
</tr>
<tr>
<td>Bench, Signal</td>
<td>77.13</td>
<td>1019</td>
</tr>
<tr>
<td>Cockey Head</td>
<td>77.14</td>
<td>52</td>
</tr>
<tr>
<td>Mainum Of U.</td>
<td>77.14</td>
<td>156</td>
</tr>
<tr>
<td>Woodbridge, Signal</td>
<td>77.14</td>
<td>634</td>
</tr>
<tr>
<td>Bridge</td>
<td>77.14</td>
<td>612</td>
</tr>
<tr>
<td>Stretch</td>
<td>77.14</td>
<td>92</td>
</tr>
<tr>
<td>March</td>
<td>77.13</td>
<td>1243</td>
</tr>
<tr>
<td>Brandy</td>
<td>77.13</td>
<td>707</td>
</tr>
<tr>
<td>Pullock Point</td>
<td>77.15</td>
<td>564</td>
</tr>
<tr>
<td>Stowl of Cheaps</td>
<td>77.15</td>
<td>90</td>
</tr>
<tr>
<td>Pullock Point</td>
<td>77.14</td>
<td>989</td>
</tr>
<tr>
<td>Cheaps Chimney</td>
<td>77.14</td>
<td>888</td>
</tr>
<tr>
<td>White House Woodbridge</td>
<td>77.14</td>
<td>155</td>
</tr>
<tr>
<td>South Gate Marsh</td>
<td>77.14</td>
<td>1192</td>
</tr>
</tbody>
</table>

- *Delain Met.*

*July 5th, 1906*

*Signature*

*Chief of Party*
Department of Commerce and Labor

Coast and Geodetic Survey, C.H. Tittmann, Superintendent

Re: Survey of the Potomac River

U.S. C. & G. Survey

OCT 11 1904
Acc. No. 57129

Description of Hydrographic Survey,

Determine Bay

Plane Table Triangulation,

Occoquan Bay and River and

Belmont Bay

Virginia
1904

Sincerely,

C. H. Tittmann

Ass. C. H. Tittmann

Supervisor
Duplicate

Department of Commerce and Labor

Occoquan River Fd.


September 2nd 1904

This signal is located on the South shore of Occoquan River inside the entrance on What-is-Burn or Taylor's Point, about 200 yards inside of H.W. Mark in an open field. Station is marked with a large white 4 ft. long 2 in. diameter driven 3 feet into the ground. The stake has an eight-penny nail driven into its top. Signal pole is 16 ft. long 2 x 3 with two white bungs supported by three braces and stakes. Pole is nailed to this Stake. The usual notice of changing location is posted to the signal.

Belmont Bay

Occoquan River

Tayor's Point
Duplicate.

Department of Commerce and Labor

Occoquan River, Va.


September 3rd, 1904

This signal is located on the extreme end of Sandy Point, about 28 miles from the Occoquan River at the entrance to Belmont Bay and Occoquan River, and is known as "Sandy Point" Signal. It is about 4.5 feet above the water, built on a high ledge of rock, and is marked with an Ash tube 4 feet long, 6 inches diameter, driven into the ground 3 feet. At the top a nail driven in to its top. The signal is comprised of a Pine pole 2 1/3 feet long, nailed to the stake and supported by 3 braces and 3 nails. The signal has three white lanterns, and the signal post of iron is tied to the stake.

Belmont Bay

Occoquan Bay

Occoquan River
Duplicate,
Department of Commerce and Labor
Belmont-Bay No.
Bel Iroquois Island, Hamptons Plains, N.Y.
September 17, 1904

The station is located on the eastern shore of Belmont-Bay near the mouth of Kane's Creek, and is marked by a pine stake 3 inches in diameter driven into the ground about three feet above high-water mark and about 16 meters above the point of bluff near a small fish shanty. A yellow tree was planted eight hundred feet behind the signal, a small pointed cedar in about 30 yards from the signal. The signal is composed of a pine stake 2 and a half feet long, nailed to the stake, and supported by three stakes driven into the ground, signal in the form of a white square, and the small notices of landing.

Belmont-Bay.
Replicate,
Department of Commerce and Labor
Belmont Bay, "F
Creek, Topographical Survey, County of F.,
September 17th, 1909

A post is marked by an Ash stake 14 inches in diameter driven into the ground, a little outside of 1/2 mile on the S.E. corner of Bay and about 1/2 mile from the foot of a cliff, in the point between the Small Creek and Kane Creek (on the west side coming in to the creek) and in half way between a Copse of trees and in Franking Line and 1/2 mile east of claying net. A Cypress tree has been placed just behind the Ash post. Signal is composed of a Pine Pole 2x3x16 feet long supported by three beams and stakes. Pole is marked at the top which has a nail in it. Pole has two white bushes and the usual notice of warn-
ing on it.
Belmont Bay Va.

Bluff, protective signal, Haigood County

September 17, 1904

The station is marked by a pine that 30 feet
above in the ground and has a line nailed in it.
The signal is located on the north shore of Bel-
mont Bay, about 1/4 of a mile up the Bay
from the Point marking the entrance
on the north side. The signal is about 60
yards, that is a tree spot in the bluff which
is a plane and as a third landing. First next-
the signal in the east of an old tree about 20 feet
distant, but the signal in a larger spot from the
first one 80 feet distant. Signal is composed of a
Pine Pole 2 x 3 x 16 foot long nailed to the tree, and
supported by three boards with notches. Pole has two
White bandages and notice of warning on it.
Duplicate
Department of Commerce and Labor
Belmont Bay
Branch Barge Signal
Hempstead County
September 17, 1904

This signal is marked by the stump of an old
tree standing almost 2 feet from the ground,
the stump 5 in. diameters and has a nail
driven into it, and is located on the east-
side of Occoquan Bay River as a point-
marking the entrance of Belmont Bay and
Massey Creek, just behind the signal is a
rock land for eeling nets, the tree branch
5 ft. in full length. At the point, the Point
of the last one on this side of the Bay form which
this signal can be seen, Signal is comprised
of a Pine pole 2 x 3 x 16 feet long nailed to
the stump land supported by other branches
and stumps. Pole has a white6cross along a
white flag and the usual notice of warning.

For Notice of Localities See Page 5.
Department of Commerce and Labor
Occugnan River 1st
Bend Topo. Signal, Prime Ym Point 1st
September 22, 1904

This Signal is located on the South bank of Occugnan River, at high water mark on a land mark, and is the first signal up river from Taylor's Point. Signal on same side of river, is marked with a white flag. The signal is made of iron, the flag 18 in. wide. The top is made of iron into a tee. Signal is covered by a pine pole 7' x 3' x 16' and covered with a white flag and red can. The wind metals of crossing is tacked to the top of pole in 16 feet above the mark,

Belmont Bay

Occugnan River
Bend

No. 5.
(194.5-18-1001-500,000)
Department of Commerce and Labor

Occoquan River

"Occo Topg" Signal, South Pim Occoquan River
Princetown County; July 27, 1909

This Station is Located at high water mark
on a gravel beach and is marked by a red-lens light
with mast in its top divided into the ground about
two feet. Signal consists of a pine pole 16 feet
long 4x4, supported by five braces, cross-ties,
tied attache, and is placed in the center. Pole has
a white flag and white lantern and the usual
notices. Warning placed to it; Topg Pole is 16 feet
above high water mark. This signal is on the
2nd on top line from Lyles Point, on the south
side of the river.
Duplicate
Department of Commerce and Labor
Occoquan River, Va.

Mark, Iron Signal, South Stone Occoquan River
Hampton Court, Va., September 27, 1904

This signal is located at the edge of the marsh along the mouth Mason's Creek and is the first signal up Allen's Branch Signal on the Hampton Signal Line. The post was driven into the ground with a nail in its top. Signal pole was nailed to this stake and is supported by these two with cross ties and stakes. Pole is 16 feet above high tide mark and has a red flag on top of a red cone. The usual notice of coming is attached to the pole.
Deception -
Department of Commerce and Labor

Ocraquan River W. N. S. W.

Sketch: Telegraph Signal, North Shore Ocraquan River W.

Harnet County, September 21, 1904

This signal is located at the edge of the Marsh and is made by a Red Oak Stick 4 in diameter, 4 ft long and has a nail in the top. Signal pole is nailed to this stake. Which has driven driven into the ground 2' 1/2 feet. Pole is 9 ft 10 inches 2' 1/2 feet long supported by three Nails both Cross ties and stakes. Pole has a Red Flag tied to it. The second notice is attached to the stake to the pole, Pole is 15 feet above high tide mark.
Duplicate
Department of Commerce and Labor
Occoquan River
"Patriot" Towing Signal, Prince William County, Va.
September 22, 1904

This signal is located on the South shore of the Occoquan River about 50 yards downstream from the rail road bridge and near high tide. Make at a fishermen's boat landing where all the fish that are shipped from that vicinity are landed. A Willow Stick 4' 10" long, 4" in diameter and 4 foot-long wire driven about two feet into the ground so that the signal pole may be trailed. The signal has a trail in its top. Signal is comprised of a 2 ½ foot pole 2' x 3' x 16 foot-long supported by three braces with Cosines and Kates. Signal has a red flag with white stripe. The visual notice of coming was tied to the pole. Top of pole above high water = 17 feet.

The sketch of locality—see page 10.
Duplicate
Department of Commerce and Labor
Occupation: Engineer

Occupancy: "Pine Rd."

Supervisor: "Pine Rd."

Component: "Jamaica"

Date: September 22, 1904

Signaling System: This signal is located at the end of the R.R. line bridge, Pine, in the Jamaica Line of the Long Island Railroad. A signal box was chipped out of the side of the bridge into which the signal pole was set. Pole is of Pine 2 x 3 x 16 ft long. Supported by 4 bricks with cross ties and has a red flag and white lens on it. The usual notice of warning is fastened to the pole. Top of signal pole is 18 ft above High Level Track.

For Sketch of Locality see Page 10
Department of Commerce and Labor
Occoquan River No.

"Dynamite Ides" Sign, Prince Wm County No.
September 23rd, 1904

This signal is located at edge of Marsh Point about 2500 feet up river from the Rail Road Bridge. A small dynamite tube 2½ inches in diameter was inserted off 2½ feet from the ground. A nail was driven in 6½ feet from the edge of the stump, which marks the center of the station. A pine pole 2½ feet long was nailed to the stump, and supported by 3 wires with cross ties and staples. The pole has a white flag close to the chimney, and the normal notice of warning was tacked to the stump. Top of pole is 16 feet above high water mark.
Department of Commerce and Labor

Occoquan River

Landing Signal South Side

9/24/1904

No. 4

This signal is located on a strip of land near the foot of a bluff about 50 meters off the river from the old boat landing and about 500 meters upriver from the road bridge. The station is marked with an ash stake 3" in diameter and 4 feet long driven into the mud about 1 foot from the main stake which is the rail in mid tributary Muters Center of station. A pine pole 2½ x 3½ x 16 feet long is nailed to this stake and supported by three three cross ties and stakes. The pole has a white sleeve above a white flag. The signal wire leading is fastened to the pole. The signal pole is 16 feet above high water mark.

For details of locality see page 13.
In the "Improving Signal, North Face Occoquan River Va.,"

"Improving Signal, North Face Occoquan River Va.,"

August 15th, 1900. September 23rd, 1904.

C. I. Signal is located at the mouth of a deep gully that branches from the shore about 300 yards off. The shore from the Giant Road Bridge, and power on the Marshall place, to the foot of the signal, from here a path leads up over a high bluff that curves with a path leading to Colchester, a rail road station. At this point, about 4 feet level and 3 feet above the line, driven into the ground about 2 feet, a pine post 16 feet long, 2 x 3, was nailed to this stake and supported by braces with crossties and stokes. The stake took a nail in its top which marks center of station. The second section of railing was fastened to the stake, top of signal pole in 16 feet-along line marked, signal line a white line on it.

For Sketch of locality, see page 13.
Duplicate

Department of Commerce and Labor

Ocangan River No. 9

Chestnut, Zoping Signal, Prince Pan County
September 23rd 1904

This signal is located on the South Bank of Ocagan River on a bluff about 15 feet high and about 3 meters above the river from a large Chestnut Oak.

A 6 ft. Oak Stake 3" diam. was driven into the ground about 18" in. The Stake has a nail in its top that marks the center of station. A Pine Pole 2' x 3' x 8' feet-long was nailed to this Stake. This pole has the White goods on it, and the usual notice of meaning was posted to it. Top of Pole above the ground = 18 ft.
Duplicate

Department of Commerce and Labor

Occupan River V.

"Edge" Trip Signal, North Bank Occupan River V.

Fairfax County, September 23, 1904

This signal is located at the edge of a line of marsh, and in the first signal up river on the Fairfax Bank from landing signal. A Red Oak Stake 4 1/2 feet long 4 in diameter was driven in to the bank 3 feet. This stake has a nail in its top which makes contact with a large Pine post 2 x 3 x 16 ft long and is braced to the stake and supported by thre ties with cross ties and stakes. Signal pole has a white flag about a white lighthouse. Top of pole is 10 ft above high water mark. The visual Notice of Warning was tested to the pole.

For sketch of locality see page 16
Duplicate
Department of Commerce and Labor

Occoquan River H.

"Point" Signal Post-Chmn, Occoquan River H.

Fairfax County, September 23rd 1904

This signal is located on "Tragums" Point, at a boat
landing where the river makes a sharp turn to the
Southward and in the first curve upriver from
Edge Signal on the Fairfax Line, it is also on the
edge of a corn field about 15 miles from the James
City. A second pole about 4 feet long about
about 3 inches in diameter was driven into the
ground about 18 inches into the soil. It was a nail in
which made contact with the top, a pine pole
2"x3"x16 feet long was nailed to this stake and
supported by stones below and across this and
along. The pole has two white braces on it.

The usual notice of warning was posted at
the pole. Top of Pole is 19 feet above water mark.

For Notice of Locality see page 16.
Duplicate,

Department of Commerce and Labor

Occoquan River Wd.

"Frick" Loping Signal South Shore Occoquan River
Prince William County, September 23, 1904

This signal is located on a small patch of land (combust the nature of Frick land) at high water mark, at the foot of a small bluff. A Pine Stake 2 x 3 x 7 feet long was driven into the land about 4 feet and has a metal driven in 6 inches which marks the Center of Station. A Pine Stake 2 x 3 x 10 feet long is nailed to this Stake and is supported by 3 trees with cross ties and stakes, Pole House white channel on its top. The usual Notice of Warning was stuck to the Stake. Top of Pole is 16 feet above High Water Mark.

For Sketch of locality see Page 16
"Topki, Topk" Signal, South Shore Occoquan Rur.
Prince William County, April 24, 1904
This signal is located on the up rive end of the 2nd training wall below the old town of Occoquan.
It was erected over an old concrete stake, which probably marks the station used by the U.S. Engineers.
When the New Jetty was Constructed, Signal is composed of a pole 8 feet long 2" x 3" with a white
lining, set into the side wall that forms the training wall to a depth of 2 feet. Top of signal
is 9 feet above the mark. The usual notice of being
was posted to the pole.
Department of Commerce and Labor
Occoquan River
North shore of the Occoquan River, Prince's County
September 24th, 1904

This signal is located at high water mark at
"Green Ledge" boat landing. Opposite "Ledge" lig
nal. A white oak stake about 4' feet long,
4" diameter, was driven into the ground
about 1'/2 feet. This has a nail in it, by which
marks center of station. A pine pole 8' feet long,
2'/3" with a white shoulder was nailed to this
stake. The signal consists of ironing cast into
the stake. Top of signal pole is 8 feet above tide.
Mark.

[Diagram showing coastal and water features]

No. 5.
[Scale: 18 - 18 1903 - 100,000]
Department of Commerce and Labor

Occoquan River No.

Rocky Point "Tong" Signal, Fairfax County, Va.

September 24th, 1904.

This signal is located on the north bank of Occoquan River at Rocky Point on a bluff about ten feet above the water, on a red oak stake 3 1/2 feet long 5 inches diameter. It is driven in to the ground about one foot. This stake has a nail in it 7 to which is attached the center of motion, a pole 8 feet long 2 3/4 inches square with a white flag on its top, also nailed to this post. The visual indicator of warning is attached to the first top of signal pole is 8 feet from the ground.
Department of Commerce and Labor
Occoquan River 1/4

"Haly" Topg. Signal, Prince Wm. Co. Sept. 24, 1904

This signal is located on the Western bank of Occoquan River at a Haly Point, 1/2 in. from the Fairland Fruit Farm landing. Station is between high and low water mark. The stone mark, from a chimney just 4 ft. long 4 in. diameter, with nail in the top, was driven into the mud about 2 feet below. This was nailed a Pine Pole 8 ft. long 2 1/2 in. with a white string. The usual notice of hoisting was attached to this pole. Top of pole is 7 ft. above low water mark.
Department of Commerce and Labor

Occoquan River, Va.

A "Topographical Signal" Found at the mouth of Occoquan River, Sept. 24, 1904.

This signal is located on the North Point of Occoquan River at an old abandoned boat landing, just
inside of High Water mark. A Birch Pile 8 ft. long x 4 in. diameter is driven into the
ground 2 yr. feet and has a nail in its top. Water
marks the center of motion. On to this stake is nailed
a pine pole 8 ft. long 2" x 3" with a white ensign on
its top. The second notice of warning is fastened
to the pile. Top of pole is 9 feet above High Water mark.
Department of Commerce and Labor

Occoquan River,

"Owlgam," Toping Signal, Fairfax County, Sept. 24, 1904.

This signal is located on the South Shore of Occoquan River at the foot of a high sandy bluff near the entrance to Water's known as "Owlgam Flat." A Beach Stake 2½ ft long and 2½ in diameter, made of iron, between the rocks, the stake has a nail in its top that marks the center of the River. A Pine Pole 2 x 3 x 8 ft long with a white line on it was nailed to this stake, the usual notice of warning was tacked to the pole. Top of Pole is 8 ft above the ground.
"Bank" Top Signal, Prince William County, April 24, 1909

This signal is located on the South Shore of Occoquan River, at the fourth cure of the first train going north in front of the town of Occoquan. The first show and due at what called bluff bank. When the train was passing, the White Oak Signal, if full-size was driven in to a hole in the rocks on the blipping wall. The wire then was a mail in its left. This made the signal of attention, a piece pole 2 x 3 x 8 feet long with a White ensign on its top is nailed to this stake.

The signal notice of warning was lashed to the pole. Ruts were piled around the post of signal pole.
"Rock" Topping Signal, Fairfax County, Va., Sept. 24, 1904

This signal is located on the North Bank of Occoquan River on a prominent Rock about 50 yards above from the Stone Corner, and at the old ferry way that is now used as a landing. A Birch board that was driven about six inches into the side of the Rock, to this was fixed a pine pole 8 feet long 2 x 3 with varnish, supported by four rails across two and 1/2 it, this has a nail in its top that makes Center of sight. The second notice of warning is fastened to the pole.

[Diagram of Occoquan River and Village]
Applicant,
Department of Commerce and Labor
Potomac River.

Deep Point Lying Signal, Charles Co., Maryland, September 7th, 1904.

This signal is located at High Water Mark on the Maryland shores of the Potomac River, at what is known as Deep Point, at the entrance to Matoamacom Creek. The signal was originally selected by the Officers of Jordan Head Passage and was used in their gun testing operations.

At the mouth of a second tree about 6’ in height at the edge of the 25 feet high with a large top and bending slightly. The signal was about the length and placed near White Forestry on the tree, and the usual notice of marking and awaited by P. J. Finley, Co.:

Potomac River

No. 7.
Ez. 18-190, 0, 000
Coast and Geodetic Survey
C. H. Littmann, Superintendent

Approximate Geographical Positions Determined
By Plane Table Triangulation, and
Scales from Original P. T. Sheet Scales 1/20,000

Maryland Line of Potomac River and
Occoquan Bay and River and
Belmont Bay, Virginia
1904

Sincerely yours,

[Signature]

C. H. Littmann
Acting Superintendent
Department of Commerce and Labor

Apparent Geographical Position, Local from
Original Plane Table, with Local Seasonal Topographical
Scale, Timm's Atlas, N. H. M. A. &. Occupant Bay
and Rio and Belmont Bay. For determined by
J. Triangulation, 1904.

<table>
<thead>
<tr>
<th>Stations</th>
<th>Longitude</th>
<th>Meter</th>
<th>Latitude</th>
<th>Meters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maryland Stone</td>
<td>77.12</td>
<td>786</td>
<td>38.34</td>
<td>478.7</td>
</tr>
<tr>
<td>Deep Point, Sign</td>
<td>77.12</td>
<td>760</td>
<td>38.35</td>
<td>30.0</td>
</tr>
<tr>
<td>Up River, East</td>
<td>77.11</td>
<td>509</td>
<td>38.35</td>
<td>767.7</td>
</tr>
<tr>
<td>Lake Smelt Pond</td>
<td>77.12</td>
<td>258</td>
<td>38.35</td>
<td>1026</td>
</tr>
<tr>
<td>Black Drop Bay</td>
<td>77.14</td>
<td>420</td>
<td>38.34</td>
<td>853.7</td>
</tr>
<tr>
<td></td>
<td>77.13</td>
<td>86</td>
<td>38.33</td>
<td>1364</td>
</tr>
<tr>
<td>Virginia Line</td>
<td>77.15</td>
<td>541</td>
<td>38.36</td>
<td>292.7</td>
</tr>
<tr>
<td>Point Isthmus</td>
<td>77.15</td>
<td>472</td>
<td>38.36</td>
<td>1449.7</td>
</tr>
<tr>
<td>Black Shoal Point</td>
<td>77.14</td>
<td>1339</td>
<td>38.36</td>
<td>619.7</td>
</tr>
<tr>
<td>Dinner</td>
<td>77.14</td>
<td>1018</td>
<td>38.38</td>
<td>911.7</td>
</tr>
<tr>
<td>Deep</td>
<td>77.14</td>
<td>684</td>
<td>38.38</td>
<td>1321</td>
</tr>
<tr>
<td>Taylor Point</td>
<td>77.13</td>
<td>88</td>
<td>38.39</td>
<td>51.7</td>
</tr>
<tr>
<td>Red Flag 1 (1)</td>
<td>77.13</td>
<td>461</td>
<td>38.38</td>
<td>1481.7</td>
</tr>
<tr>
<td></td>
<td>77.13</td>
<td>365</td>
<td>38.38</td>
<td>1229</td>
</tr>
<tr>
<td></td>
<td>77.13</td>
<td>245</td>
<td>38.38</td>
<td>969.7</td>
</tr>
</tbody>
</table>

No. 5
(BL 5-28-1891-106000)
<table>
<thead>
<tr>
<th>Location</th>
<th>Longitude</th>
<th>Meter</th>
<th>Latitude</th>
<th>Meter</th>
<th>North</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mattapan Creek</td>
<td>77.11</td>
<td>952</td>
<td>38.39</td>
<td>243</td>
<td></td>
</tr>
<tr>
<td>Bell</td>
<td>77.11</td>
<td>1346</td>
<td>38.38</td>
<td>1333</td>
<td></td>
</tr>
<tr>
<td>Sandy Point</td>
<td>77.12</td>
<td>1418</td>
<td>38.38</td>
<td>457</td>
<td></td>
</tr>
<tr>
<td>Occoquan Bay</td>
<td>77.13</td>
<td>227</td>
<td>38.38</td>
<td>263</td>
<td></td>
</tr>
<tr>
<td>White Bear Island</td>
<td>77.13</td>
<td>550</td>
<td>38.37</td>
<td>1489</td>
<td></td>
</tr>
<tr>
<td>Up Creek Landing</td>
<td>77.13</td>
<td>1233</td>
<td>38.37</td>
<td>1705</td>
<td></td>
</tr>
<tr>
<td>Top of Water, Tank</td>
<td>77.12</td>
<td>1096</td>
<td>38.37</td>
<td>1776</td>
<td></td>
</tr>
<tr>
<td>Occoquan Rive</td>
<td>77.13</td>
<td>1019</td>
<td>38.39</td>
<td>290</td>
<td></td>
</tr>
<tr>
<td>Bend</td>
<td>77.14</td>
<td>57</td>
<td>38.39</td>
<td>740</td>
<td></td>
</tr>
<tr>
<td>Occo</td>
<td>77.14</td>
<td>156</td>
<td>38.39</td>
<td>980</td>
<td></td>
</tr>
<tr>
<td>Mainstem, Anacostia</td>
<td>77.14</td>
<td>634</td>
<td>38.39</td>
<td>791</td>
<td></td>
</tr>
<tr>
<td>Kendale, Signal</td>
<td>77.14</td>
<td>94</td>
<td>38.39</td>
<td>1491</td>
<td></td>
</tr>
<tr>
<td>Bridge</td>
<td>77.14</td>
<td>1243</td>
<td>38.39</td>
<td>1277</td>
<td></td>
</tr>
<tr>
<td>Beach</td>
<td>77.13</td>
<td>707</td>
<td>38.39</td>
<td>847</td>
<td></td>
</tr>
<tr>
<td>Pine Galle, Swellham</td>
<td>77.15</td>
<td>564</td>
<td>38.38</td>
<td>1560</td>
<td></td>
</tr>
<tr>
<td>Pine of Kendale, Church</td>
<td>77.15</td>
<td>90</td>
<td>38.39</td>
<td>920</td>
<td></td>
</tr>
<tr>
<td>Pine Galle, Church</td>
<td>77.14</td>
<td>989</td>
<td>38.39</td>
<td>1363</td>
<td></td>
</tr>
<tr>
<td>Rock Chimney, Whit</td>
<td>77.14</td>
<td>808</td>
<td>38.39</td>
<td>1742</td>
<td></td>
</tr>
<tr>
<td>South Galle, North</td>
<td>77.14</td>
<td>155</td>
<td>38.40</td>
<td>280</td>
<td></td>
</tr>
<tr>
<td>North Galle, Old Barn</td>
<td>77.12</td>
<td>1192</td>
<td>38.39</td>
<td>1170</td>
<td></td>
</tr>
<tr>
<td>Station</td>
<td>Longitude</td>
<td>Meter</td>
<td>Latitude</td>
<td>Meter</td>
<td></td>
</tr>
<tr>
<td>---------------</td>
<td>-----------</td>
<td>-------</td>
<td>----------</td>
<td>-------</td>
<td></td>
</tr>
<tr>
<td>Cigarene Signal</td>
<td>77.14</td>
<td>10.82</td>
<td>38.40</td>
<td>53.8</td>
<td></td>
</tr>
<tr>
<td>Chestnut</td>
<td>77.14</td>
<td>12.30</td>
<td>38.40</td>
<td>63.9</td>
<td></td>
</tr>
<tr>
<td>Welch</td>
<td>77.14</td>
<td>8.48</td>
<td>38.40</td>
<td>53.3</td>
<td></td>
</tr>
<tr>
<td>Landing</td>
<td>77.14</td>
<td>10.34</td>
<td>38.40</td>
<td>6.74</td>
<td></td>
</tr>
<tr>
<td>Edge</td>
<td>77.14</td>
<td>12.28</td>
<td>38.40</td>
<td>7.44</td>
<td></td>
</tr>
<tr>
<td>Danvik</td>
<td>77.15</td>
<td>18.1</td>
<td>38.40</td>
<td>8.28</td>
<td></td>
</tr>
<tr>
<td>Point</td>
<td>77.15</td>
<td>5.6</td>
<td>38.40</td>
<td>9.00</td>
<td></td>
</tr>
<tr>
<td>Nutke</td>
<td>77.15</td>
<td>2.92</td>
<td>38.40</td>
<td>12.91</td>
<td></td>
</tr>
<tr>
<td>Deep</td>
<td>77.15</td>
<td>16.4</td>
<td>38.40</td>
<td>13.80</td>
<td></td>
</tr>
<tr>
<td>Rochy Point</td>
<td>77.15</td>
<td>3.78</td>
<td>38.40</td>
<td>16.32</td>
<td></td>
</tr>
<tr>
<td>Falby</td>
<td>77.15</td>
<td>3.35</td>
<td>38.40</td>
<td>16.10</td>
<td></td>
</tr>
<tr>
<td>Eldagern</td>
<td>77.15</td>
<td>3.35</td>
<td>38.40</td>
<td>18.42</td>
<td></td>
</tr>
<tr>
<td>Bark</td>
<td>77.15</td>
<td>7.96</td>
<td>38.41</td>
<td>8.2</td>
<td></td>
</tr>
<tr>
<td>Jain</td>
<td>77.15</td>
<td>7.55</td>
<td>38.41</td>
<td>11.0</td>
<td></td>
</tr>
<tr>
<td>Rock</td>
<td>77.15</td>
<td>8.34</td>
<td>38.41</td>
<td>15.4</td>
<td></td>
</tr>
</tbody>
</table>

*No. 5*

<table>
<thead>
<tr>
<th>Station</th>
<th>Longitude</th>
<th>Meter</th>
<th>Latitude</th>
<th>Meter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sammy's Chimney</td>
<td>77.15</td>
<td>10.24</td>
<td>38.41</td>
<td>11.0</td>
</tr>
<tr>
<td>Red</td>
<td>77.15</td>
<td>11.56</td>
<td>38.40</td>
<td>14.70</td>
</tr>
<tr>
<td>Barn Telephone</td>
<td>77.15</td>
<td>7.55</td>
<td>38.40</td>
<td>14.63</td>
</tr>
<tr>
<td>Creek, Belle Plaine House</td>
<td>77.15</td>
<td>5.66</td>
<td>38.40</td>
<td>13.03</td>
</tr>
<tr>
<td>Jack Length Pole, Bartram's Bridge</td>
<td>77.15</td>
<td>9.83</td>
<td>38.40</td>
<td>14.0</td>
</tr>
<tr>
<td>Annie Chimney,</td>
<td>77.15</td>
<td>10.24</td>
<td>38.40</td>
<td>2.92</td>
</tr>
<tr>
<td>Joseph Pole, Honefels,</td>
<td>77.14</td>
<td>5.80</td>
<td>38.40</td>
<td>19.6</td>
</tr>
</tbody>
</table>

*60 topographic points determined.*

(Signed)

Billman Young

Oct 8, 1904