# DESCRIPTIVE REPORT

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Air Photographic Topographic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No.</td>
<td>Office No. T-8520</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**LOCALITY:**

- State: Maine
- General locality: Biddeford Atlantic Coast Shoreline
- Locality: Goose Faye Bay to Ferry Beach
  (Biddeford Quadrant)

**CHIEF OF PARTY**

Fred. L. Peacock

**DATE**

March 23, 1948
DATA RECORD

Quadrangle (II): Biddeford

Field Office: Sanford, Maine

Compilation Office: Baltimore, Md.

Instructions dated (II III):
May 1, Aug. 31, Nov. 27 and Dec. 28, 1943.

Completed survey received in office: 14 Mar. 1944

Reported to Nautical Chart Section:

Reviewed: 27 Apr. 1944
Bedrafting Completed: 23 May 1944
Registered: 30 Apr. 1944

Published: 1944
Published Scale: 1:25,000

Scale Factor (III): None

Geographic Datum (III): N. A. 1927
Reference Station (III): Biddeford, St. Joseph's Catholic Church Spire, 1941

Datum Plane (III): Mean Sea Level

State Plane Coordinates (VI): Maine W. Zone

Military Grid Zone (VI) A

Harbor Defense Grid Portland-Portsmouth Area.
Tide from (III): Predicted tables of Tides for Portland, Maine, with corrections for Tide Stn. on Wood Island Harbor, Maine.
Mean Range: 8.27'
Spring Range: 9.9'

Camera: (Kind or source)
U. S. Coast & Geodetic Survey - nine lens camera (focal length 61/2")

Field Inspection by: L. LeForest Miller and Morris W. Burr
date: Summer & Fall 1943

Field Edit by: L. LeForest Miller
L. G. Chambers
date: Fall, 1943
March, 1944

Date of Mean High-Water Line Location (III): Same as date of Photographs

Projection and Grids ruled by (III) Washington Office
checked by: Washington Office
date: September 1943
date: September 1943
date: October 1, 1943
date: October 2, 1943
date: October 9, 1943 to October 12, 1943
date: December 22, 1943 to March 11, 1944
date: February 21, 1944 to March 11, 1944

Control plotted by: John P. Kubasoo
date: October 1, 1943
date: October 2, 1943
date: October 9, 1943 to October 12, 1943

Radial Plot by: William H. VanLoon and John P. Kubasoo
date: December 22, 1943 to March 11, 1944
date: February 21, 1944 to March 11, 1944

Detailed by: Mildred M. Trautman
date: March, 1944

Reviewed in compilation office by: William H. VanLoon

Elevations on Field Edit Sheet by L. G. Chambers
checked by:
STATISTICS (III)

Land Area (Sq. Statute Miles); 48.9

Shoreline (More than 200 meters to opposite shore); 18 statute miles

Shoreline (Less than 200 meters to opposite shore); 16 statute miles (Measured along center line of streams)

Number of Recoverable Topographic Stations established; 5

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:
General Procedure in the Production of Topographic Quadrangles for the War Department
T-8520

This quadrangle, together with similar adjoining maps produced under Project C.S. 303D, 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:

AVAILABLE MAPS

The purpose of projects C.S. 303B and 303D was to prepare 1:25,000 scale 7½-minute quadrangles, 20 foot contour interval. The U.S. Geological Survey had recently completed 1:62,500 scale quadrangles of this area, and it was decided after conversation with the War Department to use the contours and as much of the planimetry as possible from these existing maps.

Copies of the U.S.G.S. source material were obtained, and on projects 303B and 303D this material was assembled into 7½-minute quadrangles and printed on metal-mounted boards in blue for field use. Copies of these same quadrangle assemblies were prepared for the photogrammetric office.

FIELD SURVEYS

The area was photographed at 1:20,000 scale with the nine-lens camera.

Field surveys prior to compilation include:

(a) Vertical accuracy test of the U.S.G.S. contours. The 1:25,000 scale blueline boards mentioned above were used for this purpose. In general, the contouring checked well within the required accuracy for the 1:25,000 scale maps.

(b) Horizontal accuracy test, which indicated that, generally, the planimetry from the 1:62,500 scale maps was not in sufficient detail and not quite within the accuracy requirements for the 1:25,000 scale quadrangle.
(c) Field inspection of the aerial photographs for clarification of details.

COMPILATION OF MANUSCRIPT

Photogrammetric office work included:

(a) Compilation of a new 1:25,000 scale planimetric map from the nine-lens photographs and field inspection data.

(b) Compilation onto the planimetric map of contours from the blueline boards mentioned above, and including the corrections made by the field party.

FIELD EDIT

The compiled manuscripts, as mentioned above, were field-edited for details, but, generally, this work did not include accuracy tests, since these tests were made prior to compilation, as mentioned under Field Surveys.
2. COMPLETENESS OF FIELD EDIT: Inspection

The field edit on this quadrangle is believed to be complete. All roads and buildings to be shown have been classified. wooded areas have been classified according to instructions. Low ground and swampy areas have been designated.


14. ROADS:

Unimproved roads in almost daily use were classified 4U. Unimproved roads that are used only occasionally, or the reason for whose use has disappeared, were classified as trails.

15. See report for T-8505.

17. BOUNDARY MONUMENTS AND LINES:

Some town line monuments were located and picked on the photos. They appeared to check well with the lines shown on the compilation. There were no town line monuments picked on the photos covering this area. Town lines were taken from the U.S. Surveyors Map. M.V. Parker

18. GEOGRAPHIC NAMES:

Geographic names are the subject of a special report on this project by A. J. Wraith.

46. METHODS:

The field edit was done on U.S.G.S nine-lens photographs, by visual inspection in the field. Inking was done in the office. All items and features are shown in red except the drainage which is in blue, and deletions in green.

47. See report on T-8505.

48. ACCURACY TESTS:

The accuracy tests for this area are the subject of a special report on this quadrangle. See p. 4 of Des. Report in regard to horizontal accuracy. Changes were made by the reviewer in the vicinity of points E, in contours, drainage as suggested by tests. Accuracy test report No. 1, T-8500 meets the National Standard. Submitted by: Map Accuracy Requirements M.V.P.

Approved and forwarded by:

F. L. Callen
Chief of Party

L. LeForrest Miller
Jr. Topo. Engr.
WOODS AND BRUSH

TYPE

D  Deciduous
E  Evergreen
Cy  Cypress

COVERAGE

Z  Trees 10 feet or more in height, and thick enough when in foliage to conceal troop and vehicles.
Y  Brush and undergrowth thick enough to impede foot troops and conceal troops lying down.
X  Scattered trees not thick enough to conceal troops.
F  Scattered brush not thick enough to conceal troops.

PHYSICAL FEATURES

RG  Higher ground - usually appears in light tone on photograph; either wooded or cultivated area; may be scrub trees or brush, (usually not symbolized on photographs).
LG  Low areas - generally appears dark on photograph; becomes swampy during rainy season; often covered with dense growth of brush.
SW  Swamp - ground covered with water or boggy most of the time; lower in elevation than LG; wooded and/or brush.
M  Salt marshes

NOTE: The above areas are not outlined but sufficient notes are made on each photograph so that the variation in tones can be correctly interpreted in the office.
<table>
<thead>
<tr>
<th>CLASS</th>
<th>LABEL</th>
<th>STRUCTURE</th>
<th>LOADING</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Dependable hard-surface heavy duty road.</td>
<td>Concrete, asphaltic concrete bituminus Macadam; H-15 type structures.</td>
<td>Will bear heaviest loads with little maintenance.</td>
</tr>
<tr>
<td>2</td>
<td>Secondary, hard-surface all-weather road.</td>
<td>Surface-treated, oiled gravel, waterbound Macadam, structures generally lighter than H-15 but sturdy.</td>
<td>Will bear fairly heavy military loads in all weather if maintained.</td>
</tr>
<tr>
<td>3</td>
<td>Loose-surface graded, dry-weather road.</td>
<td>Gravel or stone surface stable material, selected sand-clay, etc. Drained and graded.</td>
<td>Will bear light military loads in good weather.</td>
</tr>
<tr>
<td>4</td>
<td>Unimproved road</td>
<td>Graded and drained earth, with very light structure.</td>
<td>Generally unsuitable for military loads.</td>
</tr>
<tr>
<td>4U</td>
<td>Truck road</td>
<td>Woods roads, farm roads, etc. over which a standard gage vehicle can be driven.</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Trail</td>
<td>(Horse trails, foot trails, etc.)</td>
<td></td>
</tr>
</tbody>
</table>

Roads with more than two (2) lanes are indicated by note along road, e.g., 3 LANE. Change in lanes shown by tick at point of change. Main roads have two lanes unless otherwise marked.

Private roads are designated by the letter P after the road classification.
BUIILDS

b = barn
Bldg = Building
Bo Ho = Boat House
Ch = Church (give name)
Ct Ho = Court House (give name)
P.O. = Post Office (give name)
Sch = School (give name)
Hos = Hospital (give name)
RR Sta = Railroad Station
Sto = Country store or gas station
P Sta = Power Station

BOUNDARIES

BDY = Boundary
F B = Fire Break
HDG = Hedge
Park = Park
Cem = Cemetery
Co = County

LANDMARKS

FT = Fire Tower (give name)
TT = Transmission Tower
RT = Radio Tower or mast
Air Bn = Airway Beacon
Bn = Non-lighted aid to navigation
Lt = Lighted aid to navigation
Tk = Low tank
Tk elev = Tank elevated on structure
Stk = Stack

SHORE LINE

ML = Mean high water; fast land
NL = Low water line
LL = Marsh shore line
M = Marsh
MT = Marsh grass in water
Dk = Dock
Pier = Pier
So W = Sea Wall
Bkhd = Bulkhead
Jet = Jetty
Dol = Dolphina
Pile = Pile
S = Sand
Mud = Mud

Rk = Rock or Rocky
Sty = Stony
Cone = Concrete
Wo = Wood
Bluff = Bluff
Dune = Dune

STREAMS AND PONDS

D = Largest ditches only
DX = Small ditch (delete)
IS = Intermittent stream
FD = Probable drainage
Cr = Creek
Ca = Canal
Cv = Culvert
Lev = Levee
Dam = Dam
P = Pond
IP = Intermittent pond

VEGETATION

Gr = Grass
Sw = Swamp
Cy Sw = Cypress Swamp

GENERAL

X = delete; except where it pertains to elevations.
Use only the abbrev. listed on this page. Do not make up abbreviations.
### BRIDGE AND TUNNEL CLASSIFICATION

<table>
<thead>
<tr>
<th>First Symbol</th>
<th>One Lane</th>
<th>Unlimited</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capacity</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>5 m.p.h.</td>
<td>25 tons</td>
</tr>
<tr>
<td>B</td>
<td>60 tons</td>
<td>18 tons</td>
</tr>
<tr>
<td>C</td>
<td>25 tons</td>
<td>15 tons</td>
</tr>
<tr>
<td>D</td>
<td>18 tons</td>
<td>10 tons</td>
</tr>
<tr>
<td>E</td>
<td>10 tons</td>
<td>7 tons</td>
</tr>
<tr>
<td>F</td>
<td>6 tons</td>
<td>4 tons</td>
</tr>
<tr>
<td>Light vehicles only</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Second Symbol</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vertical: entrance</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Third Symbol</th>
</tr>
</thead>
<tbody>
<tr>
<td>Horizontal Clearance</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

| Fourth Symbol | Year of Classification |
Twenty seven horizontal control stations were recovered by the Field Inspection Party and used by the Compilation Office to establish photograph centers, secondary, and detail points. Ten, which fall within the limits of the \(7\frac{1}{2}\) minute quadrangle, are:

- **HOYT'S NECK 2, 1928**
- **FLETCHER NECK WATER TANK, 1941**
- **OAKRIDGE, ME. 1868**
- **SIDDEORD ST. JOSEPH'S CATH. CH. SPIRE, 1941**
- **TTL4 TDA, 1940 (U.S.G.S.)**
- **TTL5 TDA, 1940 (U.S.G.S.)**
- **TTL6 TDA, 1940 (U.S.G.S.)**
- **24+ (U.S.G.S.)**
- **2420+ (U.S.G.S.)**

Additional Stations:

- **77-42 TDA USGS (SM)**
- **77-43 TDA USGS (SM)**
- **77-48 TDA USGS (SM)**
- **Fairfield Hill 1851**
- **Merrill 1868**
- **BM W-17 USGS**
- **95 USGS**

Seventeen stations fall just outside the limits of the \(7\frac{1}{2}\) minute quadrangle. They are:

- **STRATHAM ISLAND BARN CUPOLA, 1941**
- **STAGE ISLAND-MON. 1941**
- **WOOD ISLAND L.H., 1866, 1903, 1941**
- **FLETCHER NECK 156, 1941**
- **FLETCHER NECK COAST GUARD LOOKOUT TOWER, 1941**
- **OLD ORCHARD STANDPIPE, 1923, 1941**
- **SACO ORTHODOX CHURCH SPIRE, 1850**
- **HOOPER, 1941**
- **KENNEBUNK BAPTIST CHURCH SPIRE (Me.) 1851, 1928(a)**
- **CAPE PORPOISE CHURCH SPIRE, 1941**
- **KENNEBUNK UNITARIAN CHURCH SPIRE**
- **GOAT ISLAND L.H. 1903, 1941**
- **TTL6 TDA (U.S.G.S.)**
- **TTL7 TDA (U.S.G.S.)**
- **2408+ (U.S.G.S.)**

Field Inspection Stations were established at well defined points near the following Horizontal Control Stations:

- **FLETCHER NECK COAST GUARD LOOKOUT TOWER 1941**
- **HOOPER, 1941**
- **RIDDEN, 1941**
- **OAKRIDGE (Me.) 1868**

The Washington Office furnished the Compilation Office the geographic positions and descriptions of test traverse points T-6 to T-26 of Horizontal Accuracy Test No. 5 which were used to supplement the Horizontal Control mentioned above. This was a test of the USGS Survey of 1852 from which the contours of 18520 were taken.
27 RADIAL PLOT:

The radial plot for this map manuscript was accomplished in the same manner as that described in the Descriptive Report for Survey T-8523, with the following exception: Six unmounted and nine mounted photographs were used.

28 DETAILING:

The field inspection for the planimetry, in general, was found to be adequate and satisfactory.

Drainage, marsh areas, and low ground were detailed from field inspection data after careful stereoscopic examination of the office photographs.

All buildings as indicated by the field inspection data were inked on the office photographs and then detailed on the map manuscript.

Detail points were pricked on the field inspection photographs in order to transfer culverts and other planimetric details not visible on the office photographs but indicated by the field inspection data.

The contouring accomplished by the U.S. Geological Survey and furnished the Compilation Office on a blue line metal mounted print of a survey covering the area of this map manuscript, was not in agreement with the drainage furnished the Compilation Office by the Field Inspection Party on the nine lens photographs.

In cases where the drainage on the photographs could not be verified by stereoscopic inspection and the contours on the survey made by the U.S. Geological Survey also indicated that the drainage was incorrect on the photographs, the drainage on the Survey made by the U.S. Geological Survey was accepted as correct. In other cases where discrepancies occurred and the drainage could be verified by stereoscopic inspection, the contours on the Survey made by the U.S. Geological Survey were corrected to fit the drainage. The intermittent drainage on the Survey made by the U.S. Geological Survey was very incomplete. A thorough Field Edit is suggested since many of the adjustments of contours cannot be definitely verified by Compilation Office inspection.

29 SUPPLEMENTAL DATA:

The following previous topographic surveys have been made by the U.S. Coast & Geodetic Survey covering the area of Survey T-8520:
SUPPLEMENTAL DATA (Cont’d.)

<table>
<thead>
<tr>
<th>NAME</th>
<th>DATE</th>
<th>SCALE</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-459</td>
<td>1859</td>
<td>1:10,000</td>
</tr>
<tr>
<td>T-760</td>
<td>1859</td>
<td>1:10,000</td>
</tr>
<tr>
<td>T-761</td>
<td>1859</td>
<td>1:10,000</td>
</tr>
<tr>
<td>T-1159</td>
<td>1870</td>
<td>1:10,000</td>
</tr>
<tr>
<td>T-1188</td>
<td>1870</td>
<td>1:10,000</td>
</tr>
<tr>
<td>T-1221</td>
<td>1871</td>
<td>1:10,000</td>
</tr>
<tr>
<td>T-1225</td>
<td>1871</td>
<td>1:10,000</td>
</tr>
<tr>
<td>T-1159a</td>
<td>1912-13</td>
<td>1:10,000</td>
</tr>
<tr>
<td>T-1188a</td>
<td>1912-13</td>
<td>1:10,000</td>
</tr>
<tr>
<td>T-1221a</td>
<td>1913</td>
<td>1:10,000</td>
</tr>
<tr>
<td>T-1225a</td>
<td>1912-13</td>
<td>1:10,000</td>
</tr>
</tbody>
</table>

None of the above Surveys were available to the Compilation Office.

30 MEAN HIGH-WATER LINE:

The stage of tide was computed for all photographs used in the process of detailing and found to be just above half tide.

The high-water line was delineated from data provided by the Field Inspection Party and by stereoscopic examination of the office photographs.

31 LOW-WATER AND SHOAL LINES:

Approximate low-water lines, shoal lines, and rock ledge areas visible on the office photographs or shown by the field inspection data were detailed.

32 DETAILS OFFSHORE FROM HIGH WATER LINE:

Rocks above mean low water which have been radially plotted, are shown with the conventional rock symbol inclosed within a 2.5 m.m. dashed circle. Those not radially plotted are shown by the conventional symbol only.

33 WHARVES AND SHORE LINE STRUCTURES:

All wharves and piers visible on the photographs or indicated by the Field Inspection Party were detailed.
33 WHARVES AND SHORE LINE STRUCTURES (Cont'd.)

Two rock jetties were detailed at the mouth of the Saco River.

Several dams and fish nets were detailed in the Saco River.

34 LANDMARKS AND AIDS TO NAVIGATION:

One fixed aid to navigation. Cow Island Ledge Beacon (not lighted) and shown on Charts Nos. 1205 and 231, could not be radially plotted on this Survey, as it is not identifiable on the photographs. An appropriate notation has been made on the discrepancy overlay.

35 HYDROGRAPHIC CONTROL:

Five Recoverable Topographic Stations fell within the limits of the 7½ minute quadrangle. Of these five stations, four, namely: Fer, 1943; Cur, 1943; Bay, 1943; and All, 1943 are suitable as partial control for future hydrographic surveys as long as they remain in position.

One other Topographic Station namely: Airway Beacon, 1943, near Perkins Corner is too far inland to be of any use for hydrographic control.

Form 524 is being submitted for the above Recoverable Topographic Stations.

36 LANDING FIELDS AND AERONAUTICAL AIDS:

Bidsford Airport falls within the limits of this Map Manuscript. An airway beacon at Perkins Corner has been radially plotted and shown on the Map Manuscript.

37 DISCREPANCY OVERLAY:

A discrepancy overlay has been prepared to accompany this Map Manuscript. On it are notes calling to the attention of the Field Edit Party to areas shown as swamp areas on the Survey made by the U. S. Geological Survey, and which were not included in the field inspection data. Notes concerning rocks shown on the U. S. Coast and Geodetic Survey Charts and not included in the field inspection data are also shown. Boundary lines transferred from the blue line print of the Survey made by the U. S. Geological Survey have been shown on the discrepancy overlay. A set of general notes have been
37 DISCREPANCY OVERLAY (Cont'd.)

included to aid in the interpretation of the Map Manuscript.

38 GEOGRAPHIC NAMES:

The results of a geographic names investigation by A. J. Wraight were furnished the Compilation Office on a copy of the U. S. Geological Survey 15 min. Biddeford, Me. Quadrangle. This investigation did not include the complete area of the Map Manuscript. Geographic names outside the area of the investigation were transferred from Nautical Chart No. 1205 to the Map Manuscript. Only undisputed names have been shown on the Map Manuscript. A list of undisputed, recommended, and disputed geographic names is attached to this report.

39 HORIZONTAL ACCURACY:

The horizontal accuracy of this Map Manuscript is believed to be within the limits set forth for well defined and less well-defined points of detail, in the instructions for Project CS-303, paragraph 23, dated May 1, 1943.

40 RECOMMENDATION FOR FUTURE SURVEY:

The planimetric detail, including data furnished on the field inspection photographs, is believed to be complete as presented on this Map Manuscript. It is subject to additions, corrections, and deletions during a new field edit.

41 JUNCTIONS:

The following satisfactory junctions were made:

To the north with Map Manuscript for Survey T-8517.
To the East with Map Manuscript for Survey T-8521.
To the south with Map Manuscript for Survey T-8525.

There is no contemporary Survey to the west of Survey T-8520.

44 COMPARISON WITH EXISTING TOPOGRAPHIC SURVEYS:

Comparison was made with a Topographic Survey No. T-8525A compiled by the U. S. Geological Survey, a copy of which was furnished the Compilation Office on a blue line print mounted on metal.

It was found that roads were in only fair agreement. Differences
in alignment in several instances were evident.

Coastal shore line, tributaries, and all main drainage were in fairly good general agreement.

Several marsh areas shown on the Survey, but not identified on the field inspection photographs for Survey No. T-8520, have been indicated and noted on the discrepancy overlay.

Contours were transferred from this Survey to the Map Manuscript and are described in this Descriptive Report under the heading of "Detailing".

**45 COMPARISON WITH NAUTICAL CHARTS:**

Comparison was made with U.S. Coast & Geodetic Survey, Nautical Chart No. 1106, scale 1:354,000, published June, 1933, Reissued June, 1938.

Due to great scale difference, only a visual comparison could be accomplished and all shore line and offshore detail appeared to be in good agreement.

Comparison was made with U.S. Coast & Geodetic Survey, Nautical Chart No. 1205, scale 1:80,000, published December, 1930, Reissued June, 1938.

The chart was enlarged to the compilation scale in the vertical projector and close inspection reveals that the shore line at Ferry Beach, Camp Ellis has receded 0 to 70 meters since date of the chart. Several discrepancies concerning rocks have been clearly shown on the discrepancy overlay. Caw Rd. Ledge day beacon as shown on Chart No. 1205 cannot be seen on the photographs, and has been noted on the discrepancy overlay for investigation during the special Field Edit. All other detail was in good general agreement.

Comparison with U.S. Coast & Geodetic Survey, Nautical Chart No. 231, scale 1:20,000, published May, 1943, revised to September 15, 1943, reveals that erosion has taken place all along Ferry Beach north of Camp Ellis. Some difference exists in the north shore line of Saco River about one mile S.E. of Biddeford, the chart showing a marsh area extending considerably more offshore from the shore line shown on Survey T-8520.

A road, shown on Chart No. 231, crossing Saco River just north of the dam at Biddeford, and continuing westward along the south bank of the River, does not appear on the photographs.
45 COMPARISON WITH NAUTICAL CHARTS (Cont'd.)

Cow Id. Ledge Beacon, mentioned above, also appears on Chart No. 231. Several small lateral roads shown on the chart at Ferry Beach were not visible on the photographs. All other detail was in good general agreement.
Respectfully Submitted:
March 11, 1944

Hildred M. Trautman
Jr. Photogrammetric Aid

Map Manuscript, Discrepancy Overlay, and Descriptive Report reviewed by:

William H. VanLoon
Pr. Photogrammetric Aid

Compilation of Map Manuscript Supervised by:

Joseph Steinberg
Asst. Photogrammetric Eng.

and

J. Edward Deal, Jr.
Asst. Photogrammetric Eng.

Approved & Forwarded:
March 14, 1944

Fred. L. Peacock
Commander, C. & G. Survey Officer-in-Charge
Baltimore Field Office
LIST OF GEOGRAPHIC NAMES

UNDISPUTED

Airport Village
Alfred Road
Arundel Corner
Arundel Swamp
Batson River
Bay View
Beach Wood
Biddeford (Township)
Biddeford
Biddeford Airport
Biddeford City Farm
Boston & Maine Railroad, Eastern Div.*
Boston & Maine Railroad, Western Div.*
Campbell Road
Camp Ellis
Cape Porpoise Road
Chandler Point
Chase Point
Clock Corners
Cow Island
Curtis Cove
Kingson Brook
East Goose Rocks
Etherington Pond
Factory Island
Ferry Beach
Ferry Beach Ponds
Five Points
Fortune's Rocks
Goff Mill Brook
Goodwins Mill Brook
Goose Fare Bay
Goose Fare Brook
Gordon Point
Guinea Corner
Guinea Road
Hoyt Neck
Gordon Point
Joy Hill
Kennebunkport (Township)
Kennebunkport Road
Kennebunk River
Little River
Lord's Pond
Moors Brook
House Island

New Town
Newtown Road
Oak Ridge
Ocean Park
Old Orchard (Township)
Perrins Brook
Perrins Corner
Pool Road
Proctor Road
Saco (Township)
Saco---* Saco Bay
Saco River
Sampson Cove
Kettle Square
Kettle Corner
Ketcher Brook
The Pump
Timber Island
Town House Corner
Town House Road
Tyler Brook
West Goose Rocks
West Road
Whitten Hill
Windmill Point

Those names shown with and * have been taken from U. S. Coast & Geodetic Charts Nos. 1205 and 231.
LIST OF GEOGRAPHIC NAMES

Recommended
- Arundel Road
- Beachwood Road
- Davis Pond
- Great Heath
- Peter Smith Brook
- Seavey's Ice Pond
- West Brook

Disputed
- Robinson Road
- Whitte Hill Road
- Marcotte Ice Pond
- Seavey's Ice Pond
- Big Heath
- Smith Brook
- Greeley's Ice Pond
- Richardson Brook

Delete
- Arundel
Field Edit Report
To Accompany
Quadrangle T-6520
Project 303-D

46. The field edit of this quadrangle was accomplished by a visual inspection of the various topographical features as they were plotted on the compilation with standard field instruments and methods being used to check discrepancies noted on the overlay. Roads, drainage and other features have been inspected and classified where they were omitted by the field inspection party. Bridges have been classified according to instructions. The field edit notes were plotted on the ozalid copy of the compilation according to the following color scheme:

- Additions: Black
- Deletions: Green
- Drainage: Blue
- Contours: Brown

Notes on the discrepancy overlay were checked off with red ink.

47. The compilation is believed to be complete and accurate as corrected by the field edit. Additional drainage has been delineated and corrected with the aid of the stereoscope after being inspected in the field.

49. Junctions were checked in the compilation office.

11. Cow I. Ledge Br. was located and the position is submitted on the attached form 567. Chart letter 95, 1944

Submitted by:

L. C. Chambers
L. C. Chambers
Print. Photo. Aid

Approved and Forwarded:

F. L. Gallan
Chief of Party
DIVISION OF CHARTS
SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8520

BIDDEFORD, MAINE 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**

Vertical: "Over 90% of contour elevations within 1/4 contour interval of true positions."

**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 for comparable detail.

See list in Compilation Report.

U.S.G.S. BIDDEFORD 15' ed 1893 rep 1943 1/62500

**Comparison with Nautical Charts Nos.**

231 1/20000 1943
1205 1/80000 1943

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:

It is recommended that the shoreline be changed along Ferry Beach north of Camp Ellis, and the shoreline of the Saco River about one mile southeast of Biddeford.

T-8520 supersedes these charts in their common detail and area.
The following revisions of the map manuscript were found to be necessary and were accomplished as a part of this review:

Addition of ledge and shoal areas from field edit.

Review report written from notes made by the reviewer: (LTS)

Reviewed 27 April, 1944  By M.V. Larkin
under direction of D. H. Benson

Inspected by B. G. Jones  B.G. Jones 3/45

Examined and approved:

[Signatures]

Chief, Topography Section  Chief, Div. of Coastal
Div. of Photogrammetry  Surveys

[Signatures]

Chief, Div. of Charts  Chief, Div. of Coastal
Nautical Charts Branch  Surveys
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GEOGRAPHIC NAMES
Survey No. T-8520

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Names underlined in red approved
by [Signature] on 5/18/44
Between January, 1942 and July, 1944, this Bureau completed 323 quadrangles. These maps have been published, or are in the process of being published on scales of 1:31,680 or 1:25,000. This series of quadrangles includes a land area of approximately 15,000 square miles. Incident to this work, a considerable volume of survey records and data has accumulated which will be filed for future reference. This material is filed as follows:

Registered and Filed in the Vault.

Cloth-mounted copy of the published quadrangle.

Black and white cloth-mounted copy of the published quadrangle at 1:20,000 scale. 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 woodland, refer to the published quadrangle for the finally adopted outlines.

Descriptive Report.

Filed in the Photogrammetric Division.

Field inspection photographs.

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

Field edit sheet.

Descriptions of recoverable topographic stations (Form 524), filed in Review 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.
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 office work by B. G. Jones, 1944.

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

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.