

U. S. DEPARTMENT OF COMMERCE

SINCLAIR WEEKS, Secretary

WEATHER BUREAU

F. W. REICHELDERFER, Chief

CLIMATOLOGICAL DATA

MARYLAND AND DELAWARE

MARCH 1956

Volume LX No. 3



MARYLAND AND DELAWARE - MARCH 1956

WEATHER SUMMARY

GENERAL

Heavy snowfall and an unusually long period of well below normal temperatures were the outstanding features of the weather for March 1956.

All stations for which 25-year long-term means have been computed reported monthly averages below the seasonal expectancy, with -4.7° at Frederick WB Airport being the greatest deficiency for the two States. Maryland claimed honors for all temperature extremes with individual station averages ranging between 45.0° at Crisfield and 33.2° at Bittinger 2 NW. The 76° maximum for the month was read at Clear Spring on the 5th and at Snow Hill on the 7th, while Oakland 1 SE recorded an even 0° on the 20th for the lowest of the month.

With but few exceptions monthly precipitation totals were within an inch of the 25-year long-term means. Clear Spring, Md. reported the greatest monthly total with 6.09 inches, while Owings Ferry Landing, Md. showed the smallest with 2.69 inches. The greatest daily measurement was 1.67 inches, noted on the 14th at Wilmington Porter Res., Del., and at Elkton, Md.

Snowfall was an important part of the weather picture with substantial falls, the heaviest of the season in most cases, at all stations except those south of a line extending roughly from central Delaware to the Washington, D.C., area. The greatest complete monthly total was 25.8 inches at Oakland 1 SE, and was about double the usual amount, while the greatest reported depth on the ground was 10 inches at Conowingo Police Brks on the 19th. The 12.3 inch total at Wilmington Newcastle WB AP, Del., was about 6 times the March expectancy.

WEATHER DETAILS

An extensive High centered in the vicinity of Savannah, Georgia early on the 1st moved slowly east-northeastward with light westerly to southwesterly winds and near normal temperatures over Maryland and Delaware. As this elongated, northeast-southwest-oriented High moved east-northeastward over the Atlantic Ocean with increasing southerly winds, much above-normal temperatures occurred as warmer air from the deep south was brought into the area. Increased cloudiness and scattered rain showers occurred as a cold front passed over the area on the morning of the 2nd. Temperatures, however, remained well above normal as southerly winds continued, and a ridge of high pressure centered over Florida and Georgia brought more warm air into the region. A large Low which developed over the central Great Plains approached the area on the 3rd preceded by southerly winds and much above-normal temperatures; scattered

rain showers occurred with a frontal passage. A High from the Midwest region, which moved southeasterly into the lower Ohio Valley early on the 4th, expanded and moved southeastward and brought continued warm weather. As this High passed south-eastward off the South Carolina coast on the 5th, light southerly to southwesterly winds brought much above-normal temperatures.

A weak, east-west-oriented cold front which moved southward over the area on the 6th brought scattered, light showers and a slight drop in temperature; however, upon the approach of a warm front and the warm sector of a well-developed low centered over northern Ohio early on the 7th, well-above-normal temperatures obtained. As this Low moved northeastward over the Great Lakes and a north-south-oriented cold front passed eastward over Maryland, heavy rains and lower temperatures occurred. Strong westerly to northwesterly winds late on the 8th and early on the 9th contributed to some drying of wet conditions. Peak gusts of 54 mph occurred at Aberdeen Phillips Field at 6:40 p.m. and 52 mph from northwest at Annapolis U. S. Naval Academy at 3:45 p.m. on the 8th. At Friendship International Airport a fastest mile of 52 mph from the west occurred on the 8th. A High which originated in the western Gulf of Mexico moved northeastward bringing light westerly to southerly winds and clear skies on the 9th. On the 10th this High moved north-eastward off the Atlantic coast with generally light southerly winds over the area bringing warmer air from the deep south. This circulation brought well-above-normal temperatures on the 11th in the warm sector preceding a northeast-southwest-oriented cold front. Moderate rains occurred with the warm front passage on the morning of the 11th.

The northeast-southwest-oriented cold front, which extended from a deep Low centered about 200 miles north of Lake Erie about noon on the 11th, struck western Maryland on the afternoon of the 11th and accompanied by a few showers brought rapidly falling temperatures and northerly winds from a cold, dry air mass from central Canada. This was the beginning of a long cold period which persisted until the end of the month.

A large High extending from the Rocky Mountains to the Atlantic Coast, which was centered over the Midwest, brought persistent cold, northerly winds as it moved north-eastward over the Great Lakes region. Widespread precipitation developed over the Maryland and Delaware area as this High moved over New England and northeast winds prevailed over the area. A Low which developed in the vicinity of Louisiana on the 13th moved northeastward on the 14th and brought widespread warm frontal pre-

WEATHER SUMMARY (Continued)

precipitation to Maryland and Delaware as the Low center moved over Ohio. Most stations received the greatest daily precipitation of the month during this storm. The north-east-southwest-oriented cold front passed eastward over the area late on the 14th followed by northerly winds and cold air from another extensive High, which was centered over Minnesota early on the 15th. As this High moved northeastward cold weather intensified. Moderate precipitation occurred on the 16th as another Low which originated in the western Gulf of Mexico moved northeastward and brought extensive warm frontal precipitation over the area.

The southernmost cell of a split Low system passed over southern Maryland on the afternoon of the 16th and as the system reached the Atlantic Ocean an intense Low developed with strong northerly to northeasterly winds of gale force over Maryland and Delaware as this system moved northeastward. Heavy snow and freezing rain caused numerous highway accidents. Snowfalls up to 6 inches brought snow plows out in Garrett and Allegany Counties. The Accident Investigation Division in Baltimore reported conditions resulting from the storm as one of the worst on record.

A Low pressure system which developed over the Great Lakes region on the 17th moved through Ohio early on the 18th and brought widespread snowfall to western and northern Maryland as the center of this Low moved through West Virginia and Virginia and then eastward to the Atlantic Ocean with strong northeasterly to northerly winds and low temperatures. This was the heaviest snowfall of the season over western and northern Maryland and northern Delaware. Driving conditions on the 19th were extremely hazardous and schools were closed in several counties. Strong winds prevented the snow from accumulating in trees, thus minimizing damage to telephone lines due to broken limbs falling on wires.

Lowest temperatures of the month occurred on the 20th with cold, northerly winds from an extensive, elongated, northeast-southwest-oriented High extending from Minnesota to James Bay. This High moved slowly southeastward and northerly winds and cold weather persisted, but as it moved southeastward over South Carolina, winds shifted to southerly directions and temperatures rose slowly to near normal by the 23rd.

A Low from the Midwest passed over the area on the 24th with scattered light precipitation. Temperatures fell sharply with the passage of the cold front as northerly winds from another polar High in the Midwest overspread the area and persisted until late on the 25th when it moved over Florida with light southerly winds over Maryland and Delaware bringing rising temperatures on the 26th and 27th.

As a weak east-west-oriented cold front passed southward over the area on the 27th, it came under the influence of an extensive High centered over Hudson Bay. This High moved slowly southeastward and brought more cold weather on the 28th and 29th. Light precipitation occurred on the 28th and 29th as this system moved southeastward over New England and brought easterly winds over the area in connection with a frontal system to the west and south. An extensive but weak Low extending from the Great Lakes region to the middle Atlantic coast area on the 30th moved northeastward followed on the 31st by cold northwesterly winds from an extensive, elongated, north-south-oriented High which extended from the Gulf of Mexico to Hudson Bay.

WEATHER EFFECTS

As March got under way Baltimore had plenty of water on hand, more than ever before and about four times as much as at the same time last year. Soil moisture supplies were ample over the entire States of Maryland and Delaware but cold weather held back plant growth. Wet soil conditions hampered plowing and planting operations in most districts. Frequent rains and snow in Garrett County hindered maple sugar operations. At the end of the month field work in most districts was far behind schedule due to antecedent cold, wet weather conditions.

DESTRUCTIVE STORMS

Other than temporary inconvenience caused by the heavy snows in the northern and western portions, there were no destructive storms during the month.

FLOODS

There was no flooding of consequence during the month.

Howard H. Engelbrecht

SUPPLEMENTAL DATA

MARYLAND AND DELAWARE
MARCH 1956

| Station | Wind direction | | Wind speed m. p. h. | | | | Relative humidity averages- percent | | | | Number of days with precipitation | | | | | | Percent of possible sunshine | Average sky cover sunrise to sunset | |
|------------------------------|----------------|---------------------------------------|------------------------|-----------------|---------------------------------|-------------------------|--|---------------|---------------|---------------|-----------------------------------|-------|-------|-------|---------|-----------------|------------------------------------|---|-------|
| | Prevailing | Percent of time from prevailing | Average | Fastest mile | Direction of fastest mile | Date of fastest mile | 1:30 a EST | 7:30 a EST | 1:30 p EST | 7:30 p EST | Trace | 01-09 | 10-49 | 50-99 | 100-199 | 200 and over | | | Total |
| ABERDEEN PHILLIPS FIELD, MD. | - | - | - | - | - | - | 75 | 80 | 59 | 68 | 6 | 0 | 8 | 3 | 1 | 0 | 18 | - | - |
| ANNAPOLIS USN ACADEMY, MD. | - | - | - | - | - | - | 67 | 68 | 59 | 63 | 4 | 6 | 3 | 2 | 1 | 0 | 16 | - | - |
| BALTIMORE WB AIRPORT, MD. | WNW | 10 | 11.7 | 52 | W | 8 | 71 | 73 | 56 | 60 | 4 | 7 | 4 | 2 | 1 | 0 | 18 | 57 | 6.7 |
| FREDERICK WB AIRPORT, MD. | - | - | - | - | - | - | - | - | - | - | 0 | 5 | 6 | 2 | 1 | 0 | 14 | - | - |
| WASHINGTON WB CITY | NW† | 11† | 8.9 | 31 | N | 8 | 64† | 69† | 51† | 54† | 4 | 7 | 4 | 2 | 1 | 0 | 18 | 56† | 6.9† |
| WILMINGTON WB AIRPORT, DEL. | NW | 14 | 10.1 | - | - | - | 75 | 79 | 58 | 68 | 1 | 6 | 8 | 2 | 1 | 0 | 18 | - | 6.6 |

† Airport Data

CLIMATOLOGICAL DATA

TABLE 2

| Station | Temperature | | | | | | | | | | | Precipitation | | | | | | | | | | | |
|-------------------------|--------------------|--------------------|-----------------|--------------------------------------|-----------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------------------------|----------------|-----------------|-----------------|-------------------------|----------------|-----------------|-----------------|-----------------|----------------|---|
| | Average Maximum | Average Minimum | Average | Departure from Long- Term Mean | Highest | Date | Lowest | Date | Degree Days | No. of Days | | Total | Departure from Long- Term Mean | Greatest Day | Date | Snow, Sleet | | | No. of Days | | | | |
| | | | | | | | | | | 90° or Above | Min. | | | | | Total | Max. Depth on Ground | Date | 10 or More | 50 or More | 100 or More | | |
| | 32° or Below | 0° or Below | 90° or Above | 32° or Below | 32° or Below | 0° or Below | 90° or Above | 32° or Below | 32° or Below | 0° or Below | 90° or Above | 32° or Below | 32° or Below | 0° or Below | 90° or Above | 32° or Below | 32° or Below | 0° or Below | 90° or Above | 32° or Below | 32° or Below | 0° or Below | |
| MARYLAND | | | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN PHILLIPS FLD | 47.9 | 31.1 | 39.5 | - 2.4 | 67 | 5 | 20 | 1 | 782 | 0 | 2 | 19 | 0 | 5.01 | - 1.21 | 1.59 | 14 | 7.6 | 3 | 18 | 12 | 4 | 1 |
| ANNAPOLIS U S N ACADEMY | 48.4 | 34.1 | 41.3 | - 2.3 | 67 | 5 | 23 | 20 | 724 | 0 | 0 | 12 | 0 | 3.34 | - .24 | 1.02 | 14 | 4.0 | 2 | 18 | 6 | 3 | 1 |
| ANNAPOLIS 2 WNW | 50.2M | 30.0M | 40.1M | | 73 | 5 | 15 | 20 | 766 | 0 | 0 | 17 | 0 | | | 1.04 | 14 | 4.5 | 3 | 18 | | 1 | 1 |
| BALTIMORE SLEDDS PT | 52.3 | 32.6 | 42.5 | | 72 | 5 | 20 | 1 | 691 | 0 | 0 | 16 | 0 | 4.20 | | 1.39 | 14 | | | | 11 | 3 | 1 |
| BALTIMORE WB AIRPORT | 50.3 | 31.0 | 40.7 | - 2.5 | 71 | 5 | 16 | 1 | 749 | 0 | 1 | 17 | 0 | 4.11 | .48 | 1.40 | 14 | 7.8 | 6 | 19 | 7 | 3 | 1 |
| BALTIMORE WB CITY | 51.3 | 35.4 | 43.4 | - 1.9 | 74 | 5 | 25 | 25 | 663 | 0 | 0 | 11 | 0 | 4.32 | .69 | 1.38 | 14 | | | 6 | 8 | 3 | 1 |
| BALTIMORE PARKVILLE | 48.9 | 30.8 | 39.9 | | 68 | 5† | 20 | 1† | 772 | 0 | 0 | 17 | 0 | 5.22 | | 1.64 | 14 | | 6 | 18 | 10 | 4 | 1 |
| BELTSVILLE | 50.4 | 28.7 | 39.6 | | 71 | 6 | 14 | 1 | 780 | 0 | 0 | 24 | 0 | 3.90 | | .84 | 8 | 7.9 | 6 | 19 | 8 | 2 | 0 |
| BELTSVILLE PLANT STA 1 | 50.1 | 30.3 | 40.2 | | 72 | 6 | 15 | 1 | 761 | 0 | 1 | 19 | 0 | 3.79 | | .89 | 14 | 7.0 | 3 | 19 | 8 | 2 | 0 |
| BELTSVILLE PLANT STA 2 | 49.8 | 29.2 | 39.5 | | 71 | 6 | 13 | 1 | 783 | 0 | 1 | 20 | 0 | 3.67 | | .89 | 14 | 7.0 | 3 | 19 | 8 | 2 | 0 |
| BELTSVILLE PLANT STA 3 | 50.1 | 30.5 | 40.3 | | 72 | 6 | 15 | 1 | 758 | 0 | 1 | 20 | 0 | 3.83 | | .87 | 8† | 7.0 | 3 | 19 | 8 | 2 | 0 |
| BELTSVILLE PLANT STA 4 | 49.5 | 30.8 | 40.2 | | 72 | 6 | 19 | 1 | 760 | 0 | 1 | 19 | 0 | 3.75 | | .90 | 14 | 7.0 | 3 | 19 | 9 | 2 | 0 |
| BELTSVILLE PLANT STA 5 | 50.2 | 29.2 | 39.7 | | 72 | 6 | 13 | 1 | 777 | 0 | 0 | 20 | 0 | 3.81 | | .97 | 8 | 5.0 | 3 | 19 | 9 | 2 | 0 |
| BELTSVILLE PLANT STA 6 | 50.1 | 30.9 | 40.5 | | 73 | 6 | 17 | 1 | 753 | 0 | 0 | 20 | 0 | 3.71 | | .95 | 8 | 4.0 | 3 | 19 | 8 | 2 | 0 |
| BENSON POLICE BARRACKS | 50.2 | 28.7 | 39.5 | | 68 | 5 | 16 | 20 | 785 | 0 | 1 | 23 | 0 | 5.32 | | 1.64 | 14 | 11.0 | 8 | 19 | 10 | 3 | 1 |
| BENTLEY SPRINGS 1 WNW | 49.1 | 27.3 | 38.2 | | 69 | 5 | 12 | 21 | 825 | 0 | 1 | 25 | 0 | 4.40 | | 1.34 | 14 | 17.5 | | | 11 | 3 | 1 |
| BETHESDA NAT INST HLTH | 53.3 | 31.4 | 42.4 | | 74 | 5 | 18 | 21 | 695 | 0 | 0 | 17 | 0 | 3.79 | | 1.25 | 14 | | 8 | | 8 | 3 | 1 |
| BITTINGER 2 NW | 43.6 | 22.8 | 33.2 | | 64 | 5 | 4 | 20 | 978 | 0 | 7 | 28 | 0 | 4.76 | | .72 | 14 | 21.9 | 3 | 18 | 13 | 2 | 0 |
| BLACKWATER REFUGE | 52.1 | 33.7 | 42.9 | | 66 | 6 | 20 | 1 | 677 | 0 | 0 | 13 | 0 | 4.07 | | .80 | 13 | .5 | 1 | 19 | 12 | 3 | 0 |
| BOYDS 2 NW | 50.2 | 30.2 | 40.2 | | 70 | 5 | 15 | 20 | 763 | 0 | 0 | 21 | 0 | 3.65 | | 1.27 | 14 | 4.3 | | | 7 | 3 | 1 |
| CAMBRIDGE 4 W | 51.7M | 32.6M | 42.2M | | 69 | 5 | 21 | 1 | 702 | 0 | 0 | 12 | 0 | 4.62 | .79 | .91 | 14 | .5 | 0 | | 10 | 3 | 0 |
| CENTREVILLE | 52.3 | 31.2 | 41.8 | | 68 | 5† | 18 | 1† | 712 | 0 | 0 | 20 | 0 | 3.71 | | 1.23 | 14 | 3.3 | 3 | 19 | 9 | 2 | 1 |
| CHARLOTTE HALL 2 ESE | 54.0 | 32.4 | 43.2 | | 72 | 5 | 19 | 20 | 668 | 0 | 0 | 13 | 0 | 3.83 | | 1.02 | 14 | .3 | 7 | 19 | 8 | 2 | 1 |
| CHELtenham 1 NW | 51.5 | 31.0 | 41.3 | - 2.3 | 72 | 6 | 19 | 1 | 727 | 0 | 0 | 18 | 0 | 3.54 | - .22 | | | | | | | | 0 |
| CHESTERTOWN | 50.6 | 32.2 | 41.4 | | 69 | 5 | 22 | 20 | 722 | 0 | 1 | 16 | 0 | 5.03 | | 1.30 | 14 | 11.5 | 6 | 18 | 12 | 4 | 1 |
| CHEWVILLE BRIDGEPORT | 51.4 | 29.3 | 40.4 | - .6 | 73 | 5 | 17 | 1† | 759 | 0 | 0 | 23 | 0 | 3.19 | - .06 | .97 | 14 | 10.5 | 4 | 18 | 7 | 2 | 0 |
| CLEAR SPRING | 51.6 | 29.9 | 40.8 | | 76 | 5 | 17 | 1 | 744 | 0 | 1 | 22 | 0 | 6.09 | | 1.61 | 7 | 15.0 | 3 | 19 | 14 | 4 | 1 |
| COLEMAN 3 WNW | 50.9 | 33.3 | 42.1 | - 1.7 | 70 | 5 | 23 | 1† | 702 | 0 | 0 | 13 | 0 | 4.60 | .72 | 1.52 | 14 | 8.0 | 4 | 18 | 12 | 3 | 1 |
| COLLEGE PARK | 53.9 | 31.9 | 42.9 | - 1.7 | 72 | 5 | 16 | 1 | 678 | 0 | 0 | 16 | 0 | 4.36 | .62 | 1.35 | 14 | 4.0 | 2 | 18 | 9 | 2 | 1 |
| CONOWINGO DAM | 47.3 | 29.5 | 38.4 | | 66 | 5 | 18 | 1 | 817 | 0 | 1 | 22 | 0 | 4.81 | | 1.64 | 14 | 7.1 | 6 | 18 | 9 | 3 | 1 |
| CONOWINGO POLICE BRKS | 51.1 | 29.9 | 40.5 | | 72 | 6 | 17 | 1 | 751 | 0 | 0 | 21 | 0 | 5.11 | | 1.66 | 14 | 10.5 | 10 | 19 | 9 | 3 | 1 |
| CUMBERLAND | 53.0 | 37.0 | 45.0 | - 2.2 | 71 | 7 | 27 | 1† | 613 | 0 | 0 | 8 | 0 | 3.66 | - .32 | .90 | 16 | T | 0 | 10 | 9 | 3 | 0 |
| CUMBERLAND POLICE BRKS | 51.2 | 29.4 | 40.3 | | 72 | 5 | 19 | 20† | 758 | 0 | 0 | 24 | 0 | 3.26 | | .68 | 14 | 12.1 | 6 | 19 | 10 | 3 | 0 |
| DENTON | 53.3 | 28.3 | 40.8 | | 72 | 5† | 15 | 21 | 744 | 0 | 0 | 24 | 0 | 3.39 | | .85 | 14 | 7.6 | 3 | 18 | 10 | 1 | 0 |
| | 52.2 | 30.8 | 41.5 | | 70 | 5 | 17 | 1† | 721 | 0 | 0 | 20 | 0 | 4.22 | | 1.26 | 14 | 1.7 | 1 | 18 | 9 | 2 | 1 |
| † DISTRICT HEIGHTS | 51.8 | 33.1 | 42.5 | | 71 | 5 | 22 | 20† | 692 | 0 | 0 | 12 | 0 | 3.83 | | 1.22 | 14 | 7.1 | 2 | 18 | 6 | 3 | 1 |
| DUNDALK | 51.9 | 33.5 | 42.7 | | 71 | 5 | 23 | 20 | 682 | 0 | 0 | 14 | 0 | 4.46 | | 1.49 | 14 | 9.7 | 3 | 18 | 10 | 3 | 1 |
| EASTON | 52.3 | 34.5 | 43.4 | | 69 | 5 | 23 | 20 | 660 | 0 | 0 | 10 | 0 | 4.06 | | 1.22 | 14 | T | 0 | 19 | 9 | 2 | 1 |
| EASTON POLICE BRKS | 52.5 | 32.9 | 42.7 | - 2.0 | 70 | 5 | 21 | 20 | 685 | 0 | 0 | 13 | 0 | 4.33 | .40 | 1.37 | 16 | 1.4 | 1 | 19 | 9 | 3 | 2 |
| ELKTON | 49.3 | 31.0 | 40.2 | - 2.3 | 67 | 5 | 19 | 1 | 759 | 0 | 0 | 19 | 0 | 5.32 | 1.11 | 1.67 | 14 | 14.0 | 3 | 18 | 10 | 3 | 1 |
| EMMITSBURG | 50.3M | 30.5M | 40.4M | | 73 | 5 | 20 | 17† | 755 | 0 | 1 | 21 | 0 | | | 1.35 | 14 | 6.0 | | | | | 1 |
| FORT GEORGE G MEADE | 53.6 | 29.6 | 41.6 | | 73 | 5 | 12 | 1 | 716 | 0 | 0 | 19 | 0 | 4.36 | | 1.35 | 14 | 4.0 | 2 | 18 | 9 | 3 | 1 |
| FREDERICK POLICE BRKS | 52.3 | 30.6 | 41.5 | | 73 | 5 | 19 | 1† | 724 | 0 | 0 | 18 | 0 | 4.08 | | 1.21 | 14 | 8.0 | 3 | 18 | 9 | 4 | 1 |
| FREDERICK WB AIRPORT | 49.4 | 27.7 | 38.6 | - 4.7 | 74 | 5 | 11 | 20 | 813 | 0 | 1 | 20 | 0 | 3.74 | .43 | 1.17 | 14 | 8.2 | 3 | 19 | 9 | 3 | 1 |
| FROSTBURG | 47.7 | 26.2 | 37.0 | - 1.7 | 67 | 5 | 14 | 20† | 862 | 0 | 2 | 27 | 0 | 4.12 | .06 | .85 | 14 | 14.0 | 7 | 18 | 10 | 2 | 0 |

See Reference Notes Following Station Index

CLIMATOLOGICAL DATA

MARYLAND AND DELAWARE
MARCH 1956

TABLE 2 - CONTINUED

| Station | Temperature | | | | | | | | | | | | | Precipitation | | | | | | | | | |
|--------------------------|-----------------|-----------------|---------|-------------------------------|---------|------|--------|------|-------------|--------------|--------------|--------------|-------|-------------------------------|--------------|------|-------------|----------------------|------|-------------|------------|-------------|--|
| | Average Maximum | Average Minimum | Average | Departure from Long-Term Mean | Highest | Date | Lowest | Date | Degree Days | No. of Days | | | Total | Departure from Long-Term Mean | Greatest Day | Date | Snow, Sleet | | | No. of Days | | | |
| | | | | | | | | | | 20° or Above | 32° or Below | 32° or Below | | | | | Total | Max. Depth on Ground | Date | 10 or More | 50 or More | 100 or More | |
| | Max. | Min. | | | | | | | | | | | | | | | | | | | | | |
| GLENN DALE BELL STA | | | | | | | | | | | | | | | | | | | | | | | |
| GREENBELT | | | | | | | | | | | | | | | | | | | | | | | |
| HAGERSTOWN | | | | | | | | | | | | | | | | | | | | | | | |
| HANCOCK FRUIT LAB | | | | | | | | | | | | | | | | | | | | | | | |
| KEEDYSVILLE | | | | | | | | | | | | | | | | | | | | | | | |
| LA PLATA | | | | | | | | | | | | | | | | | | | | | | | |
| LAUREL 3 W | | | | | | | | | | | | | | | | | | | | | | | |
| LEONARDTOWN 4 SSW | | | | | | | | | | | | | | | | | | | | | | | |
| MIDDLE RIVER | | | | | | | | | | | | | | | | | | | | | | | |
| MILLINGTON | | | | | | | | | | | | | | | | | | | | | | | |
| NEW GERMANY | | | | | | | | | | | | | | | | | | | | | | | |
| OAKLAND 1 SE | | | | | | | | | | | | | | | | | | | | | | | |
| OCEAN CITY | | | | | | | | | | | | | | | | | | | | | | | |
| OWINGS FERRY LANDING | | | | | | | | | | | | | | | | | | | | | | | |
| PARKTON 2 SW | | | | | | | | | | | | | | | | | | | | | | | |
| PICARDY | | | | | | | | | | | | | | | | | | | | | | | |
| PIKESVILLE POLICE BRKS | | | | | | | | | | | | | | | | | | | | | | | |
| POCOMOKE CITY 4 SW | | | | | | | | | | | | | | | | | | | | | | | |
| PRESTON 1 S | | | | | | | | | | | | | | | | | | | | | | | |
| PRINCE FREDERICK | | | | | | | | | | | | | | | | | | | | | | | |
| PRINCESS ANNE 1 E | | | | | | | | | | | | | | | | | | | | | | | |
| RANDALLSTOWN POL BRKS | | | | | | | | | | | | | | | | | | | | | | | |
| ROCK HALL 3 N | | | | | | | | | | | | | | | | | | | | | | | |
| ROCKVILLE | | | | | | | | | | | | | | | | | | | | | | | |
| ROYAL OAK | | | | | | | | | | | | | | | | | | | | | | | |
| SALISBURY | | | | | | | | | | | | | | | | | | | | | | | |
| SALISBURY POLICE BRKS | | | | | | | | | | | | | | | | | | | | | | | |
| SALISBURY CAA AIRPORT | | | | | | | | | | | | | | | | | | | | | | | |
| SANDY POINT | | | | | | | | | | | | | | | | | | | | | | | |
| SAVAGE RIVER DAM | | | | | | | | | | | | | | | | | | | | | | | |
| SINES DEEP CREEK | | | | | | | | | | | | | | | | | | | | | | | |
| SNOW HILL | | | | | | | | | | | | | | | | | | | | | | | |
| SOLOMONS | | | | | | | | | | | | | | | | | | | | | | | |
| STEVENSVILLE 1 W | | | | | | | | | | | | | | | | | | | | | | | |
| TAKOMA PARK MISS AVE | | | | | | | | | | | | | | | | | | | | | | | |
| TONOLWAY | | | | | | | | | | | | | | | | | | | | | | | |
| TOWSON | | | | | | | | | | | | | | | | | | | | | | | |
| UNIONVILLE | | | | | | | | | | | | | | | | | | | | | | | |
| VIENNA | | | | | | | | | | | | | | | | | | | | | | | |
| VIERS MILL | | | | | | | | | | | | | | | | | | | | | | | |
| WALDORF POLICE BRKS | | | | | | | | | | | | | | | | | | | | | | | |
| WATERLOO POLICE BRKS | | | | | | | | | | | | | | | | | | | | | | | |
| WESTERN PORT | | | | | | | | | | | | | | | | | | | | | | | |
| WESTMINSTER | | | | | | | | | | | | | | | | | | | | | | | |
| WOODSTOCK | | | | | | | | | | | | | | | | | | | | | | | |
| DISTRICT OF COLUMBIA | | | | | | | | | | | | | | | | | | | | | | | |
| DALECARLIA RESERVOIR DC | | | | | | | | | | | | | | | | | | | | | | | |
| NATIONAL ARBORETUM D C | | | | | | | | | | | | | | | | | | | | | | | |
| U S SOLDIERS HOME D C | | | | | | | | | | | | | | | | | | | | | | | |
| WASHINGTON WB CITY DC | | | | | | | | | | | | | | | | | | | | | | | |
| AVERAGE | | | | | | | | | | | | | | | | | | | | | | | |
| DELAWARE | | | | | | | | | | | | | | | | | | | | | | | |
| BRIDGEVILLE 1 NW | | | | | | | | | | | | | | | | | | | | | | | |
| DOVER | | | | | | | | | | | | | | | | | | | | | | | |
| GEORGETOWN 5SW | | | | | | | | | | | | | | | | | | | | | | | |
| LEWES | | | | | | | | | | | | | | | | | | | | | | | |
| MIDDLETOWN 2 S | | | | | | | | | | | | | | | | | | | | | | | |
| MILFORD | | | | | | | | | | | | | | | | | | | | | | | |
| NEWARK COLLEGE FARM | | | | | | | | | | | | | | | | | | | | | | | |
| SELBYVILLE | | | | | | | | | | | | | | | | | | | | | | | |
| WILMINGTON NEWCSTL WB AP | | | | | | | | | | | | | | | | | | | | | | | |
| WILMINGTON PORTER RESVR | | | | | | | | | | | | | | | | | | | | | | | |
| AVERAGE | | | | | | | | | | | | | | | | | | | | | | | |

† DATA RECEIVED TOO LATE TO BE INCLUDED IN DIVISION AVERAGES

DAILY TEMPERATURES

MARYLAND AND DELAWARE
MARCH 1956

Table 5

| Station | | Day Of Month | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Average |
|-------------------------|-----|--------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| MARYLAND | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN PHILLIPS FLD | MAX | 50 | 57 | 60 | 53 | 67 | 49 | 53 | 53 | 51 | 59 | 58 | 49 | 37 | 49 | 43 | 38 | 35 | 30 | 31 | 40 | 46 | 55 | 55 | 47 | 40 | 55 | 56 | 38 | 37 | 47 | 47 | 47.9 |
| | MIN | 20 | 41 | 36 | 35 | 30 | 40 | 39 | 31 | 28 | 32 | 42 | 34 | 32 | 36 | 33 | 27 | 25 | 25 | 25 | 23 | 26 | 24 | 36 | 27 | 23 | 35 | 29 | 31 | 32 | 35 | 32 | 31.1 |
| ANNAPOLIS U S N ACADEMY | MAX | 47 | 58 | 51 | 53 | 67 | 58 | 53 | 55 | 52 | 61 | 56 | 47 | 38 | 50 | 42 | 41 | 38 | 34 | 33 | 40 | 46 | 59 | 54 | 53 | 42 | 52 | 52 | 37 | 37 | 48 | 47 | 48.6 |
| | MIN | 27 | 45 | 42 | 42 | 40 | 42 | 42 | 34 | 32 | 42 | 44 | 36 | 33 | 37 | 37 | 27 | 27 | 27 | 26 | 23 | 29 | 28 | 41 | 28 | 25 | 37 | 27 | 33 | 33 | 34 | 38 | 34.1 |
| ANNAPOLIS 2 WNW | MAX | 49 | 60 | 59 | 55 | 73 | | | | | 61 | 63 | 54 | 37 | 50 | 53 | 40 | 40 | 34 | 34 | 40 | 49 | 58 | 52 | 52 | 43 | 52 | 58 | 52 | 39 | 50 | 49 | 50.2 |
| | MIN | 16 | 40 | 32 | 37 | 31 | | | | | 37 | 42 | 34 | 31 | 33 | 30 | 31 | 22 | 24 | 23 | 15 | 23 | 22 | 42 | 33 | 21 | 34 | 25 | 35 | 31 | 32 | 33 | 30.0 |
| BALTIMORE SLEDDS PT | MAX | 54 | 60 | 65 | 57 | 72 | 70 | 63 | 54 | 55 | 59 | 63 | 63 | 36 | 47 | 50 | 39 | 40 | 36 | 35 | 40 | 47 | 58 | 59 | 52 | 43 | 56 | 60 | 52 | 38 | 50 | 48 | 52.3 |
| | MIN | 20 | 43 | 34 | 39 | 31 | 43 | 40 | 38 | 29 | 36 | 42 | 35 | 32 | 35 | 35 | 32 | 25 | 29 | 24 | 24 | 29 | 25 | 37 | 34 | 23 | 37 | 34 | 32 | 32 | 33 | 32 | 32.6 |
| BALTIMORE WB AIRPORT | MAX | 57 | 59 | 65 | 54 | 71 | 52 | 64 | 54 | 54 | 60 | 65 | 45 | 38 | 51 | 41 | 39 | 37 | 32 | 35 | 41 | 47 | 57 | 58 | 54 | 43 | 53 | 59 | 41 | 38 | 47 | 47 | 50.3 |
| | MIN | 16 | 39 | 34 | 36 | 30 | 41 | 41 | 32 | 30 | 33 | 42 | 35 | 32 | 36 | 34 | 27 | 25 | 26 | 25 | 19 | 27 | 25 | 35 | 28 | 22 | 33 | 29 | 32 | 32 | 33 | 33 | 31.0 |
| BALTIMORE WB CITY | MAX | 54 | 60 | 67 | 56 | 74 | 54 | 62 | 56 | 55 | 61 | 64 | 49 | 38 | 54 | 44 | 38 | 37 | 34 | 35 | 42 | 50 | 58 | 59 | 54 | 43 | 56 | 59 | 40 | 38 | 50 | 50 | 51.3 |
| | MIN | 30 | 49 | 43 | 43 | 39 | 42 | 41 | 33 | 32 | 44 | 45 | 36 | 33 | 36 | 37 | 28 | 27 | 26 | 26 | 26 | 30 | 35 | 43 | 29 | 25 | 38 | 40 | 32 | 33 | 38 | 38 | 35.4 |
| BALTIMORE PARKVILLE | MAX | 50 | 56 | 58 | 55 | 68 | 68 | 55 | 50 | 50 | 58 | 58 | 51 | 35 | 46 | 48 | 39 | 34 | 33 | 33 | 39 | 46 | 53 | 55 | 49 | 39 | 54 | 55 | 53 | 37 | 48 | 43 | 48.9 |
| | MIN | 20 | 40 | 34 | 38 | 32 | 41 | 38 | 38 | 27 | 35 | 40 | 33 | 30 | 34 | 32 | 28 | 22 | 25 | 22 | 20 | 25 | 25 | 34 | 31 | 20 | 35 | 31 | 30 | 29 | 34 | 33 | 30.8 |
| BELTSVILLE | MAX | 40 | 62 | 61 | 66 | 56 | 71 | 51 | 66 | 55 | 54 | 62 | 65 | 38 | 38 | 52 | 42 | 39 | 38 | 33 | 35 | 40 | 48 | 37 | 58 | 49 | 44 | 53 | 59 | 41 | 41 | 49 | 50.4 |
| | MIN | 14 | 47 | 22 | 31 | 23 | 36 | 38 | 41 | 27 | 28 | 36 | 30 | 30 | 30 | 34 | 30 | 24 | 24 | 24 | 17 | 21 | 20 | 30 | 39 | 21 | 26 | 22 | 32 | 31 | 32 | 31 | 28.7 |
| BELTSVILLE PLANT STA 1 | MAX | 39 | 58 | 61 | 65 | 55 | 72 | 54 | 65 | 54 | 55 | 61 | 64 | 38 | 38 | 52 | 41 | 38 | 38 | 32 | 35 | 41 | 48 | 57 | 59 | 46 | 46 | 52 | 59 | 40 | 42 | 48 | 50.1 |
| | MIN | 15 | 36 | 26 | 35 | 24 | 43 | 40 | 41 | 27 | 28 | 44 | 36 | 32 | 32 | 35 | 31 | 25 | 25 | 24 | 19 | 25 | 19 | 32 | 43 | 22 | 27 | 23 | 33 | 32 | 33 | 33 | 30.3 |
| BELTSVILLE PLANT STA 2 | MAX | 39 | 58 | 61 | 65 | 55 | 71 | 54 | 63 | 54 | 54 | 62 | 65 | 38 | 38 | 51 | 41 | 38 | 37 | 32 | 35 | 40 | 47 | 57 | 59 | 45 | 45 | 51 | 59 | 40 | 41 | 49 | 49.8 |
| | MIN | 13 | 36 | 24 | 32 | 22 | 37 | 41 | 42 | 29 | 26 | 44 | 37 | 32 | 33 | 34 | 30 | 25 | 24 | 24 | 15 | 20 | 17 | 30 | 42 | 22 | 28 | 21 | 34 | 32 | 33 | 29 | 29.2 |
| BELTSVILLE PLANT STA 3 | MAX | 39 | 58 | 60 | 65 | 55 | 72 | 55 | 63 | 53 | 55 | 61 | 64 | 38 | 37 | 51 | 42 | 38 | 38 | 32 | 36 | 41 | 49 | 58 | 59 | 45 | 46 | 52 | 60 | 40 | 41 | 49 | 50.1 |
| | MIN | 15 | 36 | 29 | 36 | 26 | 39 | 40 | 41 | 26 | 30 | 44 | 37 | 32 | 32 | 34 | 31 | 24 | 26 | 24 | 19 | 24 | 21 | 32 | 42 | 21 | 29 | 25 | 33 | 32 | 33 | 31 | 30.5 |
| BELTSVILLE PLANT STA 4 | MAX | 38 | 57 | 60 | 65 | 55 | 72 | 56 | 64 | 53 | 54 | 61 | 64 | 37 | 37 | 51 | 41 | 37 | 37 | 32 | 35 | 41 | 47 | 57 | 58 | 44 | 45 | 51 | 59 | 40 | 40 | 48 | 49.5 |
| | MIN | 19 | 35 | 33 | 37 | 32 | 39 | 39 | 40 | 26 | 35 | 43 | 35 | 31 | 31 | 33 | 30 | 23 | 26 | 22 | 20 | 24 | 26 | 35 | 41 | 20 | 26 | 28 | 32 | 31 | 32 | 32 | 30.8 |
| BELTSVILLE PLANT STA 5 | MAX | 39 | 58 | 60 | 65 | 55 | 72 | 56 | 65 | 54 | 54 | 61 | 65 | 30 | 38 | 52 | 42 | 38 | 38 | 33 | 35 | 40 | 48 | 57 | 59 | 46 | 47 | 52 | 59 | 40 | 42 | 49 | 50.2 |
| | MIN | 13 | 34 | 25 | 31 | 22 | 37 | 41 | 42 | 23 | 27 | 45 | 37 | 32 | 34 | 35 | 34 | 25 | 24 | 24 | 17 | 17 | 18 | 29 | 41 | 26 | 27 | 22 | 34 | 32 | 32 | 28 | 29.2 |
| BELTSVILLE PLANT STA 6 | MAX | 40 | 58 | 61 | 65 | 55 | 73 | 56 | 65 | 54 | 55 | 61 | 65 | 38 | 38 | 51 | 41 | 38 | 38 | 33 | 35 | 40 | 48 | 58 | 59 | 46 | 46 | 52 | 51 | 40 | 42 | 50 | 50.1 |
| | MIN | 17 | 32 | 32 | 38 | 29 | 45 | 40 | 41 | 27 | 32 | 43 | 36 | 31 | 32 | 34 | 31 | 23 | 25 | 23 | 20 | 24 | 24 | 33 | 41 | 20 | 27 | 28 | 33 | 31 | 32 | 33 | 30.9 |
| BENSON POLICE BARRACKS | MAX | 48 | 58 | 60 | 58 | 68 | 64 | 64 | 52 | 50 | 61 | 57 | 56 | 48 | 46 | 48 | 41 | 36 | 33 | 32 | 38 | 43 | 53 | 54 | 53 | 40 | 55 | 55 | 54 | 37 | 47 | 47 | 50.2 |
| | MIN | 18 | 38 | 30 | 34 | 26 | 32 | 38 | 38 | 28 | 29 | 39 | 33 | 30 | 35 | 33 | 29 | 22 | 22 | 22 | 16 | 21 | 22 | 31 | 32 | 21 | 32 | 28 | 30 | 27 | 31 | 32 | 28.7 |
| BENTLEY SPRINGS 1 WNW | MAX | 63 | 57 | 61 | 54 | 69 | 61 | 54 | 52 | 49 | 60 | 59 | 51 | 34 | 58 | 43 | 37 | 34 | 28 | 34 | 40 | 46 | 53 | 54 | 43 | 39 | 55 | 54 | 48 | 39 | 46 | 47 | 49.1 |
| | MIN | 13 | 37 | 28 | 32 | 24 | 39 | 37 | 33 | 24 | 28 | 40 | 32 | 30 | 34 | 30 | 27 | 17 | 18 | 22 | 16 | 12 | 18 | 31 | 29 | 19 | 32 | 24 | 28 | 29 | 32 | 29 | 27.3 |
| BETHESDA NAT INST HLTH | MAX | 58 | 72 | 65 | 62 | 74 | 62 | 64 | 67 | 56 | 62 | 66 | 56 | 35 | 52 | 48 | 42 | 38 | 35 | 37 | 40 | 48 | 59 | 60 | 53 | 44 | 51 | 59 | 51 | 39 | 49 | 48 | 53.3 |
| | MIN | 22 | 47 | 31 | 39 | 28 | 35 | 41 | 32 | 27 | 33 | 45 | 30 | 32 | 35 | 35 | 30 | 24 | 26 | 23 | 20 | 18 | 34 | 35 | 33 | 22 | 37 | 27 | 35 | 33 | 32 | 32 | 31.4 |
| BITTINGER 2 NW | MAX | 54 | 47 | 56 | 46 | 64 | 58 | 62 | 58 | 43 | 54 | 61 | 32 | 29 | 44 | 39 | 32 | 28 | 26 | 29 | 33 | 43 | 43 | 47 | 48 | 32 | 42 | 48 | 42 | 42 | 38 | 33 | 43.6 |
| | MIN | 14 | 35 | 29 | 24 | 31 | 44 | 45 | 17 | 17 | 29 | 31 | 24 | 24 | 27 | 21 | 20 | 13 | 16 | 13 | 4 | 11 | 4 | 25 | 18 | 9 | 26 | 22 | 25 | 26 | 23 | 23 | 22.8 |
| BLACKWATER REFUGE | MAX | 47 | 56 | 56 | 54 | 63 | 66 | 64 | 63 | 49 | 61 | 60 | 58 | 41 | 52 | 52 | 44 | 44 | 42 | 42 | 41 | 48 | 56 | 56 | 56 | 42 | 49 | 58 | 57 | 40 | 50 | 48 | 52.1 |
| | MIN | 20 | 39 | 32 | 39 | 33 | 46 | 41 | 38 | 28 | 32 | 43 | 40 | 36 | 39 | 36 | 34 | 29 | 31 | 28 | 27 | 30 | 26 | 32 | 36 | 26 | 36 | 30 | 34 | 33 | 37 | 33 | 33.7 |
| BOYDS 2 NW | MAX | 56 | 58 | 63 | 57 | 70 | 62 | 59 | 66 | 53 | 60 | 64 | 48 | 35 | 38 | 48 | 38 | 35 | 35 | 34 | 39 | 45 | 53 | 57 | 51 | 42 | 52 | 54 | 51 | 38 | 46 | 47 | 50.2 |
| | MIN | 20 | 46 | 32 | 35 | 31 | 39 | 39 | 35 | 28 | 31 | 35 | 32 | 31 | 32 | 34 | 30 | 22 | 25 | 22 | 15 | 23 | 23 | 33 | 31 | 21 | 35 | 30 | 32 | 30 | 33 | 30 | 30.2 |
| BRIGHTWOOD DC | MAX | 39 | 57 | 59 | 64 | 55 | 72 | 57 | 67 | 54 | 54 | 62 | 64 | 38 | 37 | 52 | 42 | 38 | 38 | 34 | 36 | 40 | 48 | 57 | 58 | 48 | 45 | 52 | 58 | 40 | 43 | 49 | 50.2 |
| | MIN | 24 | 34 | 36 | 40 | 40 | 44 | 42 | 43 | 30 | 36 | 46 | 38 | 33 | 34 | 36 | 25 | 23 | 28 | 25 | 23 | 28 | 29 | 40 | 45 | 24 | 29 | 32 | 35 | 33 | 34 | 37 | 34.1 |
| CAMBRIDGE 4 W | MAX | 51 | 59 | 63 | 56 | 69 | | 63 | 65 | 56 | 65 | 62 | 54 | 41 | 50 | 52 | 42 | 41 | 40 | 39 | 38 | 47 | 56 | 52 | 51 | 42 | 54 | 56 | 48 | 40 | 51 | 48 | 51.7 |
| | MIN | 21 | 38 | 42 | 34 | 36 | | 43 | 39 | 28 | 32 | 35 | 39 | 38 | 39 | 37 | 34 | 28 | 28 | 28 | 26 | 27 | 23 | 30 | 35 | 23 | 34 | 26 | 33 | 36 | 33 | 35 | 32.6 |
| CENTREVILLE | MAX | 52 | 58 | 64 | 61 | 68 | 68 | 66 | 65 | 50 | 61 | 62 | 62 | 39 | 47 | 50 | 41 | 41 | 37 | 34 | 39 | 46 | 55 | 56 | 56 | 41 | 55 | 56 | 56 | 39 | 49 | 48 | 52.3 |
| | MIN | 18 | 43 | 32 | 40 | 28 | 45 | 40 | 38 | 32 | 31 | 42 | 37 | 32 | 36 | 35 | 31 | 27 | 25 | 25 | 18 | 20 | 20 | 30 | 34 | 24 | 32 | 24 | 32 | 32 | 32 | 33 | 31.2 |
| CHARLOTTE HALL 2 ESE | MAX | 58 | 61 | 65 | 61 | 72 | 68 | 60 | 68 | 55 | 65 | 63 | 60 | 39 | 51 | 53 | 40 | 43 | 41 | 35 | 41 | 50 | 59 | 60 | 56 | 42 | 53 | 60 | 51 | 28 | 52 | 55 | 54.0 |
| | MIN | 22 | 36 | 37 | 36 | 35 | 51 | 40 | 44 | 27 | 35 | 44 | 36 | 33 | 35 | 34 | 32 | 25 | 28 | 24 | 19 | 22 | 27 | 34 | 34 | 22 | 33 | 31 | 32 | 33 | 33 | 30 | |

DAILY TEMPERATURES

MARYLAND AND DELAWARE
MARCH 1956

Table 5 - Continued

| Station | | Day Of Month | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Average |
|------------------------|-----|--------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|---------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | | MAX | MIN | MAX | MIN | MAX | MIN | MAX | MIN | MAX | MIN | MAX | MIN | MAX | MIN | MAX | MIN | MAX | MIN | MAX | MIN | MAX | MIN | MAX | MIN | MAX | MIN | MAX | MIN | MAX | MIN | MAX | |
| DUNDALK | MAX | 53 | 61 | 62 | 55 | 71 | 62 | 60 | 55 | 55 | 60 | 64 | 57 | 38 | 52 | 52 | 39 | 38 | 37 | 38 | 42 | 49 | 57 | 57 | 52 | 43 | 55 | 59 | 51 | 38 | 49 | 40 | 51.9 |
| DUNDALK | MIN | 24 | 43 | 35 | 41 | 34 | 43 | 40 | 39 | 31 | 30 | 43 | 36 | 32 | 36 | 35 | 31 | 28 | 28 | 25 | 23 | 27 | 27 | 41 | 33 | 24 | 38 | 31 | 32 | 31 | 36 | 30 | 33.5 |
| EASTON | MAX | 52 | 58 | 62 | 55 | 69 | 64 | 63 | 65 | 52 | 63 | 64 | 60 | 40 | 49 | 48 | 42 | 41 | 37 | 35 | 42 | 50 | 57 | 57 | 55 | 42 | 48 | 58 | 55 | 40 | 50 | 48 | 52.3 |
| EASTON | MIN | 24 | 44 | 35 | 42 | 38 | 50 | 42 | 40 | 31 | 37 | 44 | 40 | 34 | 39 | 37 | 34 | 28 | 30 | 26 | 23 | 27 | 26 | 36 | 35 | 26 | 35 | 28 | 34 | 33 | 38 | 35 | 34.5 |
| EASTON POLICE BRKS | MAX | 52 | 58 | 61 | 60 | 70 | 68 | 63 | 67 | 51 | 64 | 63 | 63 | 41 | 47 | 50 | 41 | 42 | 27 | 35 | 39 | 46 | 56 | 56 | 56 | 41 | 48 | 57 | 55 | 41 | 51 | 49 | 52.5 |
| EASTON POLICE BRKS | MIN | 22 | 43 | 36 | 39 | 36 | 46 | 41 | 38 | 29 | 41 | 38 | 29 | 36 | 43 | 40 | 33 | 27 | 25 | 21 | 25 | 25 | 35 | 34 | 23 | 32 | 26 | 32 | 32 | 35 | 33 | 32.9 | |
| ELKTON | MAX | 52 | 56 | 63 | 56 | 67 | 58 | 52 | 58 | 50 | 59 | 59 | 56 | 38 | 45 | 45 | 40 | 35 | 33 | 35 | 42 | 47 | 55 | 55 | 49 | 40 | 56 | 55 | 47 | 39 | 48 | 47 | 49.3 |
| ELKTON | MIN | 19 | 35 | 32 | 37 | 27 | 42 | 40 | 39 | 30 | 30 | 40 | 35 | 31 | 36 | 35 | 31 | 24 | 24 | 20 | 23 | 25 | 32 | 32 | 23 | 39 | 25 | 31 | 32 | 35 | 34 | 31.0 | |
| EMMITSBURG | MAX | 55 | 59 | 61 | 60 | 73 | 64 | 55 | 55 | 51 | 59 | 62 | 55 | 35 | 52 | 47 | 40 | 35 | 32 | 35 | 41 | 43 | 58 | 54 | 40 | 55 | 55 | 53 | 35 | 45 | 45 | 50.3 | |
| EMMITSBURG | MIN | 21 | 45 | 38 | 35 | 32 | 39 | 39 | 30 | 27 | 36 | 40 | 30 | 31 | 33 | 32 | 28 | 20 | 22 | 22 | 21 | 25 | 27 | 31 | 20 | 37 | 36 | 29 | 29 | 29 | 31 | 30.5 | |
| FORT GEORGE 6 MEADE | MAX | 58 | 61 | 67 | 63 | 73 | 71 | 65 | 60 | 55 | 64 | 65 | 64 | 37 | 49 | 52 | 41 | 39 | 37 | 36 | 40 | 48 | 57 | 58 | 56 | 43 | 52 | 61 | 53 | 39 | 49 | 50 | 53.6 |
| FORT GEORGE 6 MEADE | MIN | 12 | 44 | 27 | 37 | 22 | 42 | 40 | 38 | 28 | 36 | 43 | 35 | 32 | 35 | 33 | 30 | 23 | 24 | 23 | 15 | 17 | 23 | 30 | 22 | 34 | 23 | 32 | 31 | 32 | 33 | 29.6 | |
| FREDERICK POLICE BRKS | MAX | 56 | 58 | 61 | 63 | 73 | 70 | 56 | 56 | 53 | 62 | 64 | 64 | 36 | 46 | 53 | 43 | 36 | 37 | 37 | 41 | 47 | 55 | 57 | 57 | 42 | 55 | 56 | 56 | 38 | 47 | 46 | 52.3 |
| FREDERICK POLICE BRKS | MIN | 19 | 46 | 35 | 31 | 28 | 40 | 39 | 37 | 26 | 42 | 44 | 32 | 32 | 34 | 32 | 30 | 20 | 22 | 21 | 19 | 22 | 21 | 37 | 36 | 22 | 39 | 27 | 32 | 30 | 33 | 31 | 30.6 |
| FREDERICK WB AIRPORT | MAX | 58 | 59 | 63 | 54 | 74 | 49 | 56 | 55 | 54 | 62 | 65 | 45 | 36 | 54 | 43 | 33 | 37 | 28 | 35 | 41 | 46 | 56 | 58 | 47 | 42 | 55 | 57 | 38 | 38 | 46 | 46 | 49.4 |
| FREDERICK WB AIRPORT | MIN | 15 | 36 | 28 | 30 | 24 | 36 | 42 | 32 | 24 | 27 | 43 | 32 | 31 | 34 | 32 | 30 | 23 | 23 | 16 | 11 | 14 | 19 | 32 | 27 | 22 | 30 | 22 | 31 | 32 | 30 | 30 | 27.7 |
| FROSTBURG | MAX | 58 | 53 | 56 | 53 | 67 | 64 | 63 | 60 | 48 | 58 | 65 | 42 | 31 | 50 | 43 | 40 | 33 | 27 | 34 | 37 | 47 | 48 | 53 | 51 | 37 | 47 | 52 | 48 | 37 | 39 | 38 | 47.7 |
| FROSTBURG | MIN | 19 | 40 | 31 | 28 | 29 | 43 | 40 | 22 | 20 | 32 | 38 | 27 | 32 | 38 | 27 | 26 | 16 | 23 | 18 | 14 | 14 | 22 | 27 | 25 | 14 | 30 | 22 | 28 | 27 | 27 | 28 | 26.2 |
| GLENN DALE BELL STA | MAX | 57 | 59 | 66 | 63 | 72 | 72 | 67 | 66 | 54 | 63 | 66 | 65 | 37 | 48 | 51 | 41 | 40 | 39 | 37 | 41 | 49 | 59 | 59 | 59 | 44 | 51 | 54 | 54 | 39 | 50 | 49 | 53.9 |
| GLENN DALE BELL STA | MIN | 14 | 46 | 27 | 34 | 25 | 46 | 42 | 38 | 23 | 38 | 44 | 36 | 32 | 35 | 34 | 30 | 24 | 23 | 24 | 13 | 16 | 18 | 30 | 20 | 35 | 22 | 33 | 32 | 34 | 30 | 33 | 29.9 |
| GREENBELT | MAX | 39 | 60 | 58 | 65 | 55 | 71 | 56 | 64 | 52 | 56 | 61 | 65 | 38 | 38 | 52 | 41 | 38 | 38 | 35 | 36 | 41 | 49 | 56 | 58 | 50 | 47 | 51 | 58 | 40 | 40 | 47 | 50.2 |
| GREENBELT | MIN | 13 | 20 | 29 | 39 | 24 | 36 | 40 | 41 | 24 | 29 | 37 | 37 | 32 | 32 | 35 | 30 | 25 | 24 | 24 | 19 | 20 | 22 | 27 | 37 | 20 | 25 | 24 | 30 | 31 | 33 | 35 | 28.8 |
| HAGERSTOWN | MAX | 56 | 58 | 62 | 57 | 73 | 68 | 55 | 54 | 52 | 60 | 62 | 54 | 36 | 51 | 50 | 40 | 38 | 33 | 35 | 41 | 49 | 55 | 58 | 54 | 43 | 56 | 55 | 50 | 36 | 46 | 45 | 51.1 |
| HAGERSTOWN | MIN | 20 | 45 | 35 | 34 | 33 | 40 | 37 | 32 | 27 | 36 | 42 | 30 | 32 | 34 | 31 | 28 | 19 | 22 | 23 | 18 | 22 | 25 | 34 | 31 | 20 | 36 | 29 | 30 | 29 | 32 | 30 | 30.2 |
| HANCOCK FRUIT LAB | MAX | 36 | 63 | 60 | 61 | 54 | 74 | 53 | 59 | 44 | 54 | 61 | 68 | 36 | 36 | 53 | 47 | 40 | 33 | 29 | 38 | 43 | 50 | 55 | 59 | 38 | 44 | 57 | 56 | 35 | 38 | 46 | 49.0 |
| HANCOCK FRUIT LAB | MIN | 13 | 23 | 26 | 35 | 20 | 33 | 40 | 41 | 29 | 31 | 39 | 31 | 32 | 33 | 32 | 30 | 19 | 25 | 23 | 15 | 13 | 17 | 26 | 32 | 21 | 38 | 29 | 33 | 31 | 30 | 33 | 28.0 |
| KEEDYSVILLE | MAX | 59 | 60 | 63 | 60 | 75 | 67 | 59 | 60 | 47 | 63 | 66 | 54 | 37 | 53 | 49 | 40 | 40 | 36 | 41 | 47 | 52 | 57 | 60 | 55 | 45 | 57 | 59 | 52 | 41 | 48 | 49 | 53.6 |
| KEEDYSVILLE | MIN | 16 | 47 | 25 | 36 | 27 | 36 | 43 | 35 | 27 | 30 | 43 | 32 | 32 | 34 | 30 | 30 | 21 | 24 | 24 | 12 | 14 | 19 | 29 | 34 | 22 | 39 | 21 | 34 | 31 | 33 | 30 | 29.4 |
| LA PLATA | MAX | 60 | 57 | 61 | 59 | 72 | 67 | 60 | 68 | 55 | 67 | 66 | 59 | 38 | 56 | 56 | 39 | 42 | 37 | 38 | 43 | 51 | 60 | 61 | 52 | 46 | 54 | 51 | 39 | 51 | 55 | 54.3 | |
| LA PLATA | MIN | 14 | 20 | 28 | 36 | 30 | 52 | 41 | 39 | 21 | 28 | 45 | 37 | 34 | 36 | 36 | 33 | 26 | 26 | 25 | 18 | 22 | 25 | 18 | 22 | 24 | 37 | 21 | 34 | 32 | 31 | 26 | 30.0 |
| LAUREL 3 W | MAX | 56 | 68 | 62 | 61 | 71 | 70 | 59 | 57 | 52 | 59 | 64 | 62 | 44 | 45 | 48 | 41 | 38 | 38 | 36 | 41 | 49 | 56 | 60 | 57 | 44 | 49 | 59 | 51 | 39 | 49 | 47 | 52.6 |
| LAUREL 3 W | MIN | 25 | 46 | 39 | 38 | 36 | 44 | 40 | 37 | 28 | 27 | 39 | 34 | 32 | 35 | 34 | 30 | 24 | 29 | 24 | 21 | 25 | 24 | 38 | 33 | 22 | 33 | 22 | 32 | 31 | 34 | 34 | 31.9 |
| LEONARDTOWN 4 SSW | MAX | 57 | 60 | 65 | 59 | 71 | 68 | 63 | 68 | 55 | 65 | 67 | 59 | 42 | 55 | 52 | 42 | 45 | 45 | 39 | 45 | 52 | 58 | 59 | 51 | 44 | 59 | 60 | 52 | 41 | 53 | 52 | 54.9 |
| LEONARDTOWN 4 SSW | MIN | 18 | 44 | 29 | 39 | 35 | 50 | 41 | 42 | 33 | 29 | 46 | 39 | 36 | 38 | 36 | 34 | 28 | 28 | 27 | 22 | 26 | 21 | 28 | 36 | 25 | 34 | 26 | 35 | 33 | 34 | 31 | 33.0 |
| MIDDLE RIVER | MAX | 50 | 59 | 59 | 53 | 69 | 51 | 55 | 57 | 54 | 60 | 60 | 55 | 38 | 50 | 52 | 39 | 37 | 35 | 35 | 41 | 46 | 55 | 57 | 51 | 42 | 53 | 58 | 50 | 38 | 49 | 48 | 50.2 |
| MIDDLE RIVER | MIN | 20 | 42 | 33 | 39 | 29 | 38 | 40 | 37 | 30 | 31 | 43 | 35 | 32 | 36 | 33 | 32 | 25 | 26 | 25 | 22 | 27 | 24 | 35 | 31 | 23 | 36 | 28 | 32 | 32 | 33 | 35 | 31.8 |
| MILLINGTON | MAX | 53 | 59 | 65 | 58 | 69 | 57 | 67 | 64 | 52 | 61 | 64 | 62 | 37 | 47 | 49 | 39 | 39 | 37 | 34 | 40 | 48 | 56 | 56 | 51 | 41 | 55 | 57 | 52 | 39 | 50 | 49 | 51.8 |
| MILLINGTON | MIN | 18 | 43 | 31 | 37 | 30 | 40 | 40 | 39 | 30 | 30 | 42 | 35 | 33 | 36 | 35 | 31 | 24 | 25 | 31 | 40 | 48 | 21 | 31 | 32 | 33 | 23 | 33 | 25 | 32 | 32 | 33 | 30.9 |
| NATIONAL ARBORETUM D C | MAX | 59 | 60 | 67 | 61 | 73 | 71 | 65 | 67 | 55 | 65 | 65 | 65 | 37 | 51 | 53 | 41 | 41 | 39 | 37 | 42 | 50 | 58 | 60 | 57 | 45 | 49 | 60 | 55 | 40 | 51 | 50 | 54.5 |
| NATIONAL ARBORETUM D C | MIN | 20 | 48 | 36 | 40 | 35 | 49 | 42 | 39 | 31 | 36 | 45 | 37 | 32 | 35 | 36 | 33 | 26 | 30 | 25 | 23 | 23 | 27 | 38 | 36 | 24 | 37 | 29 | 35 | 33 | 34 | 37 | 33.9 |
| NEW GERMANY | MAX | 64 | 59 | 61 | 60 | 68 | 54 | 57 | 65 | 46 | 60 | 55 | 34 | 30 | 47 | 42 | 33 | 31 | 27 | 30 | 34 | 44 | 44 | 48 | 49 | 33 | 44 | 47 | 45 | 30 | 34 | 35 | 45.5 |
| NEW GERMANY | MIN | 20 | 33 | 29 | 27 | 30 | 38 | 39 | 29 | 23 | 27 | 24 | 19 | 18 | 28 | 23 | 23 | 14 | 16 | 12 | 5 | 3 | 13 | 27 | 21 | 11 | 27 | 18 | 26 | 26 | 19 | 23 | 22.3 |
| OAKLAND 1 SE | MAX | 55 | 48 | 51 | 48 | 65 | 60 | 64 | 58 | 44 | 58 | 61 | 38 | 31 | 54 | 42 | 38 | 30 | 27 | 31 | 35 | 45 | 47 | 53 | 51 | 34 | 45 | 52 | 42 | 57 | 45 | 37 | 46.6 |
| OAKLAND 1 SE | MIN | 14 | 37 | 24 | 25 | 23 | 33 | 47 | 24 | 20 | 28 | 37 | 27 | 26 | 30 | 24 | 25 | 14 | 23 | 13 | 0 | 1 | 11 | 27 | 20 | 12 | 28 | 15 | 27 | 29 | 25 | 25 | 23.0 |
| OCEAN CITY | MAX | 47 | 58 | 55 | 60 | 62 | 72 | 72 | 59 | 57 | 62 | 56 | 53 | 45 | 65 | 45 | 52 | 45 | 46 | 42 | 42 | 52 | 61 | 58 | 53 | 42 | 52 | 51 | 39 | 41 | 52 | 50 | 53.1 |
| OCEAN CITY | MIN | 27 | 44 | 42 | 44 | 42 | 42 | 44 | 35 | 32 | 45 | 47 | 40 | 40 | 45 | 39 | 32 | 29 | 35 | 29 | 26 | 31 | 31 | 36 | 26 | 23 | 36 | 35 | 35 | 35 | 37 | 34 | 36.0 |
| OWINGS FERRY LANDING | MAX | 57 | 60 | 65 | 60 | 71 | 67 | 69 | 68 | 54 | 62 | 63 | 60 | 37 | 51 | 50 | 41 | 42 | 37 | 36 | 43 | 50 | 59 | 59 | 53 | 44 | 48 | 57 | 50 | 39 | 52 | 50 | 53.4 |
| OWINGS FERRY LANDING | MIN | 21 | 45 | 40 | 39 | 37 | 50 | 42 | 39 | 26 | 38 | 46 | 37 | 34 | 37 | 36 | 34 | 26 | 30 | 25 | 21 | 24 | 26 | 36 | | | | | | | | | |

DAILY TEMPERATURES

MARYLAND AND DELAWARE
MARCH 1956

Table 5 - Continued

| Station | Day Of Month | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Average | | | |
|-------------------------|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------|--------------|--------------|--------------|--|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | | | |
| SAVAGE RIVER DAM | MAX MIN | 32 18 | 50 20 | 52 29 | 58 25 | 50 25 | 68 36 | 82 42 | 64 36 | 38 23 | 50 25 | 50 34 | 65 29 | 32 29 | 32 29 | 52 29 | 42 28 | 41 19 | 33 20 | 29 16 | 35 12 | 39 13 | 47 16 | 48 23 | 55 30 | 35 17 | 38 19 | 48 25 | 55 28 | 36 30 | 40 30 | 39 30 | 45.9 25.5 | | |
| SINES DEEP CREEK | MAX MIN | 56 14 | 50 30 | 58 28 | 45 27 | 65 25 | 60 36 | 63 42 | 49 20 | 46 20 | 57 27 | 62 32 | 33 28 | 33 28 | 50 25 | 42 20 | 33 17 | 30 14 | 31 14 | 34 3 | 43 4 | 46 14 | 52 27 | 51 17 | 34 14 | 45 28 | 51 20 | 41 29 | 55 31 | 36 26 | 36 24 | 45.7 23.0 | | | |
| SNOW HILL | MAX MIN | 51 18 | 55 41 | 60 32 | 54 40 | 68 31 | 72 46 | 76 43 | 72 41 | 53 27 | 63 31 | 63 45 | 57 40 | 62 37 | 61 40 | 51 35 | 51 27 | 45 25 | 42 27 | 42 21 | 49 23 | 61 21 | 60 29 | 55 32 | 41 21 | 57 30 | 57 29 | 45 34 | 44 34 | 53 38 | 53 29 | 55.3 32.4 | | | |
| SOLOMONS | MAX MIN | 55 28 | 60 45 | 62 37 | 56 41 | 70 40 | 65 52 | 56 43 | 68 41 | 55 33 | 64 40 | 64 45 | 56 40 | 41 37 | 56 39 | 54 38 | 44 35 | 42 29 | 44 33 | 38 27 | 40 25 | 47 21 | 47 23 | 56 29 | 59 35 | 52 36 | 45 26 | 52 38 | 55 33 | 49 35 | 40 34 | 54 37 | 50 35 | 53.2 36.0 | |
| STEVENSVILLE 1 W | MAX MIN | 46 22 | 56 42 | 57 36 | 64 39 | 67 32 | 57 43 | 53 40 | 58 38 | 53 30 | 57 39 | 54 44 | 55 36 | 37 32 | 47 36 | 52 36 | 40 33 | 42 25 | 38 27 | 33 25 | 39 23 | 45 30 | 53 27 | 53 38 | 52 34 | 42 24 | 52 36 | 54 31 | 52 32 | 50 32 | 49 32 | 49 32 | 49.6 33.1 | | |
| TAKOMA PARK MISS AVE | MAX MIN | 57 20 | 62 46 | 66 32 | 60 38 | 73 31 | 68 46 | 64 41 | 64 41 | 53 29 | 63 35 | 65 44 | 62 35 | 36 32 | 50 35 | 51 35 | 40 32 | 38 25 | 36 28 | 40 24 | 38 22 | 36 26 | 49 24 | 58 35 | 54 35 | 43 23 | 51 37 | 59 28 | 53 33 | 49 34 | 49 34 | 50.3 32.4 | | | |
| TOMOLOWAY | MAX MIN | 64 14 | 59 41 | 60 26 | 60 32 | 74 20 | 59 37 | 53 26 | 52 27 | 60 32 | 59 29 | 53 26 | 46 32 | 59 29 | 53 31 | 45 30 | 34 25 | 38 23 | 42 15 | 50 15 | 55 19 | 49 22 | 54 30 | 56 37 | 46 22 | 49 30 | 55 31 | 50 34 | 45 32 | 45 35 | 52 21 | 52 21 | 52.7 27.5 | | |
| TOWSON | MAX MIN | 52 17 | 60 41 | 64 31 | 62 38 | 70 37 | 70 28 | 58 38 | 57 37 | 52 28 | 60 34 | 62 41 | 62 31 | 47 37 | 51 45 | 42 29 | 37 22 | 35 26 | 40 22 | 45 19 | 35 24 | 40 24 | 57 21 | 57 32 | 55 31 | 41 21 | 55 36 | 56 27 | 55 31 | 47 30 | 47 32 | 51.8 30.5 | | | |
| UNIONVILLE | MAX MIN | 65 19 | 59 45 | 62 25 | 55 34 | 72 22 | 50 32 | 60 39 | 55 37 | 60 25 | 65 26 | 64 32 | 57 32 | 49 34 | 48 32 | 36 29 | 36 20 | 49 21 | 38 22 | 44 22 | 34 4 | 39 11 | 44 16 | 55 29 | 47 31 | 62 21 | 53 31 | 56 35 | 51 31 | 48 30 | 48 31 | 50.7 27.7 | | | |
| U S SOLDIERS HOME D C | MAX MIN | 40 23 | 58 29 | 59 37 | 64 37 | 55 37 | 72 43 | 58 40 | 67 41 | 54 29 | 64 35 | 64 45 | 38 31 | 40 34 | 52 34 | 41 31 | 38 25 | 39 27 | 34 24 | 35 22 | 41 25 | 50 28 | 50 39 | 48 37 | 44 27 | 44 34 | 50 33 | 44 31 | 41 31 | 41 32 | 50.3 32.3 | | | | |
| VIENNA | MAX MIN | 50 18 | 58 41 | 59 36 | 66 37 | 68 47 | 69 53 | 65 42 | 65 40 | 53 29 | 65 39 | 64 45 | 59 41 | 42 36 | 55 40 | 51 36 | 50 35 | 50 28 | 46 26 | 42 24 | 41 26 | 50 23 | 58 33 | 53 33 | 53 24 | 42 33 | 55 30 | 60 27 | 52 34 | 45 33 | 54 37 | 51.8 33.9 | | | |
| VIERS MILL | MAX MIN | 57 18 | 60 47 | 65 30 | 72 27 | 70 42 | 60 37 | 67 40 | 63 37 | 53 28 | 65 32 | 50 41 | 31 32 | 35 34 | 51 34 | 49 31 | 37 24 | 38 24 | 38 18 | 45 24 | 54 21 | 57 33 | 53 31 | 45 22 | 59 29 | 59 33 | 39 32 | 40 33 | 47 28 | 47 31 | 53.4 30.0 | | | | |
| WALDORF POLICE BRKS | MAX MIN | 58 18 | 61 41 | 67 29 | 63 35 | 72 33 | 71 51 | 64 41 | 67 37 | 55 24 | 63 31 | 65 45 | 64 37 | 41 34 | 50 35 | 52 35 | 41 33 | 38 27 | 40 26 | 37 22 | 41 23 | 50 25 | 59 20 | 61 31 | 61 29 | 46 24 | 48 30 | 60 26 | 54 34 | 52 32 | 54 33 | 54.6 31.3 | | | |
| WASHINGTON WB CITY DC | MAX MIN | 58 26 | 59 48 | 65 39 | 56 41 | 74 39 | 61 44 | 63 44 | 69 39 | 56 44 | 65 44 | 66 48 | 38 34 | 55 48 | 51 37 | 38 30 | 39 27 | 36 27 | 42 25 | 49 24 | 48 30 | 59 28 | 60 40 | 53 29 | 45 28 | 51 32 | 60 32 | 60 36 | 48 34 | 48 38 | 52.5 34.8 | | | | |
| WATERLOO POLICE BRKS | MAX MIN | 56 17 | 60 38 | 62 28 | 63 35 | 71 25 | 71 39 | 56 40 | 55 36 | 53 25 | 60 40 | 64 32 | 63 35 | 47 34 | 47 34 | 42 36 | 42 23 | 37 24 | 41 23 | 49 26 | 37 17 | 41 26 | 56 21 | 57 32 | 58 33 | 43 22 | 52 33 | 59 26 | 57 32 | 49 31 | 48 33 | 52.5 30.1 | | | |
| WESTERN PORT | MAX MIN | 64 20 | 56 43 | 61 31 | 55 35 | 73 25 | 65 40 | 66 43 | 64 28 | 56 27 | 64 34 | 69 39 | 47 31 | 57 32 | 46 33 | 43 30 | 38 21 | 33 21 | 33 17 | 44 20 | 44 18 | 53 17 | 53 21 | 60 31 | 67 31 | 43 20 | 58 36 | 58 21 | 52 32 | 45 32 | 44 33 | 52.4 29.3 | | | |
| WESTMINSTER | MAX MIN | 54 17 | 56 40 | 61 34 | 54 33 | 70 28 | 56 37 | 58 38 | 56 26 | 50 27 | 59 32 | 60 43 | 58 30 | 45 30 | 43 30 | 39 26 | 35 19 | 32 17 | 38 20 | 45 17 | 32 20 | 38 31 | 45 20 | 54 31 | 55 29 | 52 19 | 40 19 | 57 35 | 55 29 | 45 29 | 45 30 | 49.2 28.5 | | | |
| WOODSTOCK | MAX MIN | 55 14 | 57 42 | 63 26 | 59 36 | 71 22 | 67 34 | 60 39 | 54 35 | 52 28 | 61 35 | 63 43 | 54 40 | 36 32 | 51 34 | 51 32 | 35 29 | 35 23 | 34 24 | 40 23 | 47 17 | 47 20 | 54 17 | 57 31 | 54 32 | 41 21 | 53 34 | 57 24 | 52 32 | 37 30 | 47 31 | 47 33 | 50.9 29.0 | | |
| DELAWARE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BRIDGEVILLE 1 NW | MAX MIN | 51 19 | 56 40 | 61 32 | 56 39 | 67 30 | 61 47 | 65 40 | 68 39 | 90 29 | 62 31 | 64 43 | 55 39 | 51 34 | 50 36 | 43 34 | 43 26 | 39 26 | 37 21 | 39 26 | 46 26 | 56 21 | 55 29 | 53 32 | 40 22 | 52 32 | 58 29 | 45 32 | 40 32 | 50 34 | 48 31 | 51.6 31.7 | | | |
| DOVER | MAX MIN | 53 20 | 58 43 | 63 35 | 59 40 | 68 32 | 67 43 | 69 41 | 71 39 | 58 30 | 65 34 | 63 42 | 58 37 | 48 32 | 51 35 | 42 33 | 35 25 | 33 25 | 35 25 | 39 25 | 46 21 | 55 25 | 55 35 | 54 31 | 39 23 | 53 33 | 55 33 | 53 31 | 49 32 | 48 35 | 48 33 | 52.3 32.3 | | | |
| GEORGETOWN 55W | MAX MIN | 54 17 | 56 41 | 63 30 | 59 40 | 68 28 | 67 50 | 68 41 | 70 39 | 52 27 | 62 31 | 63 43 | 60 36 | 54 36 | 51 35 | 46 33 | 50 27 | 42 24 | 41 26 | 40 24 | 47 19 | 57 27 | 56 32 | 59 20 | 59 29 | 40 33 | 51 33 | 59 24 | 50 33 | 41 32 | 50 36 | 48 30 | 53.5 31.4 | | |
| LEWES | MAX MIN | 52 20 | 55 40 | 63 32 | 52 34 | 69 32 | 56 41 | 62 40 | 71 36 | 52 27 | 55 35 | 63 43 | 51 40 | 40 36 | 45 39 | 45 37 | 43 26 | 40 28 | 38 24 | 44 26 | 36 27 | 38 24 | 44 26 | 54 22 | 50 28 | 53 32 | 40 24 | 55 32 | 50 28 | 49 30 | 40 34 | 49 30 | 50.5 32.0 | | |
| MIDDLETOWN 2 S | MAX MIN | 54 19 | 56 42 | 63 34 | 58 39 | 68 32 | 65 47 | 67 40 | 72 39 | 51 29 | 59 35 | 65 42 | 62 38 | 47 33 | 51 38 | 48 35 | 43 33 | 43 26 | 36 25 | 40 20 | 47 25 | 57 23 | 56 31 | 55 32 | 40 23 | 56 32 | 57 29 | 51 32 | 40 30 | 52 31 | 51 31 | 53.1 32.0 | | | |
| NEWMARK COLLEGE FARM | MAX MIN | 52 17 | 56 41 | 64 30 | 58 36 | 65 26 | 64 41 | 49 38 | 49 27 | 50 27 | 58 30 | 57 39 | 56 34 | 36 31 | 45 36 | 46 32 | 42 30 | 36 22 | 30 20 | 42 24 | 42 24 | 52 22 | 53 30 | 51 32 | 38 22 | 55 31 | 52 27 | 49 30 | 47 31 | 48 34 | 47 31 | 48.7 29.9 | | | |
| SELBYVILLE | MAX MIN | 48 20 | 55 41 | 60 34 | 52 41 | 67 31 | 66 48 | 71 41 | 73 26 | 52 26 | 59 36 | 63 44 | 58 39 | 40 37 | 50 40 | 52 37 | 50 26 | 51 27 | 43 25 | 43 27 | 40 24 | 47 25 | 58 23 | 56 30 | 54 32 | 40 22 | 51 29 | 54 28 | 45 35 | 43 34 | 51 30 | 50 30 | 53.3 32.6 | | |
| WILMINGTON NEWSTL WB A | MAX MIN | 48 21 | 56 40 | 63 34 | 50 31 | 66 29 | 47 39 | 50 39 | 48 31 | 50 29 | 59 32 | 58 40 | 49 33 | 39 32 | 48 36 | 44 33 | 38 25 | 39 24 | 30 21 | 40 20 | 45 23 | 52 24 | 54 35 | 45 25 | 38 22 | 53 31 | 52 31 | 39 31 | 38 32 | 48 35 | 47 33 | 47.0 30.2 | | | |
| WILMINGTON PORTER RESVR | MAX MIN | 46 19 | 53 40 | 60 36 | 48 35 | 65 35 | 47 37 | 50 37 | 46 30 | 48 28 | 55 35 | 56 39 | 48 32 | 38 31 | 48 36 | 43 33 | 32 24 | 32 22 | 32 24 | 30 22 | 39 21 | 44 24 | 50 29 | 51 34 | 45 24 | 38 21 | 52 34 | 51 32 | 38 29 | 26 31 | 47 35 | 45 33 | 45.6 30.4 | | |

See Reference Notes Following Station Index

Table 7

SNOWFALL AND SNOW ON GROUND

MARYLAND AND DELAWARE
MARCH 1956

| Station | Day of month | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|--------------|---|---|---|---|---|---|---|----|----|----|-----|-----|----|----|-----|-----|-----|-----|-----|----|----|----|----|----|----|-----|----|----|----|----|
| | -1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
| MARYLAND | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ABERDEEN PHILLIPS FIELD | | | | | | | | | | | | T | 1.8 | | | 1.2 | | 2.9 | 1.3 | | | | | | | | | | | | |
| ANNAPOLIS U S N ACADEMY | | | | | | | | | | | | | T | | | T | | 3.0 | 1.0 | | | | | | | | | | | | |
| BALTIMORE WB AIRPORT | | | | | | | | | T | | | T | 1.6 | | | .5 | | 5.4 | .1 | | | | | | | | | | | | |
| BENSON POLICE BARRACKS | | | | | | | | | | | | T | 1.5 | | | 1.0 | 1.0 | 5.0 | 2.5 | | | | | | | | | | | | |
| BENTLEY SPRINGS 1 WNW | | | | | | | | | | | | | 1.0 | | | 2.0 | 1.0 | 5.5 | 7.0 | | | | | | | .5 | | | | | |
| BITTINGER 2 NW | | | | | | | | | .7 | | | T | 3.0 | .6 | | T | 4.8 | 1.5 | 4.1 | | | | | | | | | | | | |
| CAMBRIDGE 4 W | | | | | | | | | | | | | | | | | | | .5 | | | | | | | | | | | | |
| CENTREVILLE | | | | | | | | | | | | | .5 | | | | .5 | 1.5 | .8 | | | | | | | | | | | | |
| CHARLOTTE HALL 2 ESE | | | | | | | | | | | | | | | | | | | .3 | | | | | | | | | | | | |
| CHELTENHAM 1 NW | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CHESTERTOWN | | | | | | | | | T | | | T | 3.0 | | | 1.0 | | 6.5 | 1.0 | | | | | | | | | | | | |
| CHEWSVILLE BRIDGEPORT | | | | | | | | | | | | 1.5 | .5 | | | 2.0 | 2.0 | 3.0 | 1.0 | | | | | | | | | | | | |
| CLEAR SPRING | | | | | | | | | T | T | | 3.0 | T | | | 3.0 | - | 4.0 | 3.0 | 2.0 | | | | | | | | | | | |
| CONOWINGO POLICE BRKS | | | | | | | | | | | | T | .6 | | | T | 2.4 | 3.8 | 3.7 | | | | | | | | | | | | |
| CRISFIELD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CUMBERLAND | | | | | | | | | | T | | 2.3 | 1.5 | | | 1.1 | 3.0 | 1.5 | 2.7 | | | | | | | | | | | | |
| CUMBERLAND POLICE BRKS | | | | | | | | | | | | 2.3 | .4 | | | 2.6 | | 2.3 | T | | | | | | | | | | | | |
| DENTON | | | | | | | | | | | | | | | | | | .7 | 1.0 | | | | | | | | | | | | |
| DUNDALK | | | | | | | | | T | | | | 1.5 | | | .7 | T | 5.0 | 2.5 | | | | | | | | | | | | |
| EASTON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ELKTON | | | | | | | | | | | | 3.0 | T | | | 1.0 | 1.0 | 5.0 | 4.0 | | | | | | | | | | | | |
| FORT GEORGE G. MEADE | | | | | | | | | | | | 1.0 | T | | | | | 2.0 | 1.0 | | | | | | | | | | | | |
| FREDERICK POLICE BRKS | | | | | | | | | | | | .5 | .7 | | | T | 1.3 | T | 5.3 | .2 | | | | | | | | | | | |
| FREDERICK WB AIRPORT | | | | | | | | | | | | .3 | | | | 3.0 | 1 | 5.0 | 5 | 1 | T | T | | | | | | | | | |
| FROSTBURG | | | | | | | | | | T | | 3.0 | 3 | | | 5.0 | 5 | 3 | 4.0 | 4 | T | T | T | | | | 2.0 | | | | |
| GLENN DALE BELL STA | | | | | | | | | T | | | | 3.0 | 1 | | | T | .5 | 3.0 | .5 | | | | | | | | | | | |
| HANCOCK FRUIT LAB | | | | | | | | | | | | 2.5 | 1.0 | | | 1.0 | 3.0 | 1.0 | 4.0 | | | | | | | | | | | | |
| KEDYSVILLE | | | | | | | | | | | | 3.0 | T | | | 4.0 | 2 | 1 | 3 | .5 | | T | | | | | | | | | |
| LA PLATA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAUREL 3 W | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LEONARDTOWN 4 SSW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MILLINGTON | | | | | | | | | | | | | 3.0 | | | | | 3.0 | 4.0 | | | | | | | | | | | | |
| NEW GERMANY | | | | | | | | | | | | 3.0 | .5 | | | 1.0 | 5.5 | 2.0 | 2.5 | | | | | | | | | | | | |
| OAKLAND 1 SE | | | | | | | | | | | | .5 | .5 | | | 4.0 | 1.0 | 3.0 | 3.0 | .3 | | | | | | | | | | | |
| OWINGS FERRY LANDING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PARKTON 2 SW | | | | | | | | | | | | .5 | | | | 3.0 | 2 | 8 | 6 | 3 | | | | | | | | | | | |
| PICARDY | | | | | | | | | | | | 3.2 | T | | | T | - | 2.0 | 3.2 | 2 | 1 | | | | | | | | | | |
| PRESTON 1 S | | | | | | | | | | | | | | | | | | .8 | 1.5 | | | | | | | | | | | | |

See reference notes following Station Index.

Table 7 - Continued

SNOWFALL AND SNOW ON GROUND

MARYLAND AND DELAWARE
MARCH 1956

| Station | Day of month | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------|--------------|---|---|---|---|---|---|---|---|----|----|-----|-----|----|----|-----|-----|-----|-----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|---|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | | | |
| ROCK HALL 3 N | | | | | | | | | | | | 1.0 | | | | | .5 | 4.0 | 2.0 | | | | | T | T | T | T | T | T | T | T | T | | | |
| ROCKVILLE | | | | | | | | | | | | 2.0 | | | | .3 | | | | | | | | | | | | | | | .1 | .3 | | | |
| ROYAL OAK | | | | | | | | T | | | | T | | | T | T | T | .5 | | | | | | T | | | | | | T | | | | | |
| SALISBURY | | | | | | | | | | | | | | | | | | | | | | | | | T | | | | | | | | | | |
| SNOW HILL | | | | | | | | | | | | | | | | T | | | T | | | | | T | | | | | | T | | | | | |
| SOLOMONS | | | | | | | | | | | | | | | | T | | | | T | | | | | | | | | | | | | | | |
| TAKOMA PARK MISS AVE | | | | | | | | T | | | | T | 1.8 | | | T | .6 | 3.8 | .2 | | | | | | T | | | | | T | | | T | | |
| TOWSON | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| UNIONVILLE | | | | | | | | | | | | | | | | 1.8 | T | 6.0 | | | | | | | T | | | | | | T | | | T | |
| VIENNA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WASHINGTON WB CITY | | | | | | | | | | | | | .5 | | | .3 | T | 2.5 | T | | | | | | | | | | | | | | | | |
| WESTERN PORT | | | | | | | | | | | | | T | | | 3.0 | | T | | | | | | | T | T | | | | | | | | T | |
| WESTMINSTER | | | | | | | | | | | | T | T | | | 1.0 | 2.0 | T | 6.0 | | | | | | T | | | | | | T | | | T | |
| WOODSTOCK | | | | | | | | T | | | | | .3 | | | .7 | .2 | 6.0 | 1.0 | | | | | | | | | | | | | | | | |
| DELAWARE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BRIDGEVILLE 1 NW | | | | | | | | | | | | | | | | T | .5 | | 1.0 | | | | | | T | | | | | | | | | | |
| DOVER | | | | | | | | | | | | | 2.0 | | | T | T | 4.0 | 2.0 | | | | | | T | | | | | | T | T | | | |
| LEWES | | | | | | | | | | | | | | | | | T | | .2 | | | | | | T | | | | | | T | | | | |
| NEWARK COLLEGE FARM | | | | | | | | | | | | | 3.0 | | | T | | 5.0 | 3.0 | | | | | | | | | | | | | | | | T |
| SELBYVILLE | | | | | | | | | | | | | | | | | T | | T | | | | | | | T | | | | | | | | | |
| WILMINGTON NCASTLE WB AP | | | | | | | | T | | | | T | 1.8 | | | 1.6 | T | 6.5 | 1.5 | | | | | | T | T | | | | | .9 | | T | | |
| WILMINGTON PORTER RES | | | | | | | | | | | | | .2 | | | | | .8 | .8 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | 1.0 | | | | T | | 7.0 | 1.0 | | | | | | | | | | | | | | | | .5 |

STATION INDEX

MARYLAND AND DELAWARE
MARCH 1956

| MARYLAND | | | | | | | | | | DELAWARE | | | | | | | | | |
|---|-----------|--------|----------|----------|-----------|-----------|------------------|----------|-----------------|----------|-----------|--------|----------|----------|-----------|-----------|------------------|----------|-----------------|
| Station | Index No. | County | Drainage | Latitude | Longitude | Elevation | Observation time | Observer | Refer to tables | Station | Index No. | County | Drainage | Latitude | Longitude | Elevation | Observation time | Observer | Refer to tables |
| | | | | | | | Temp. Precip. | | | | | | | | | | Temp. Precip. | | |
| † 1-CHEAPPAKE; 2-COASTAL; 3-PATAPSCO; 4-PATUXENT; 5-POTOMAC; 6-SUSQUEHANNA; 7-YOUGHEGHEN | | | | | | | | | | | | | | | | | | | |
| REFERENCE NOTES | | | | | | | | | | | | | | | | | | | |
| The four digit identification numbers in the index number column of the Station Index are assigned on a state basis. There will be no duplication of numbers within a state. | | | | | | | | | | | | | | | | | | | |
| Figures and letters following the station name, such as 13 SW, indicate direction in miles and direction from the post office. | | | | | | | | | | | | | | | | | | | |
| Observation times given in the Station Index are in local standard time. | | | | | | | | | | | | | | | | | | | |
| Delayed data and corrections will be carried only in the June and December issues of this bulletin. | | | | | | | | | | | | | | | | | | | |
| Monthly and seasonal snowfall and heating degree days for the preceding 12 months will be carried in the June issue of this bulletin. | | | | | | | | | | | | | | | | | | | |
| Stations appearing in the Index, but for which data are not listed in the tables, are either missing or received too late to be included in this issue. | | | | | | | | | | | | | | | | | | | |
| Unless otherwise indicated, dimensional units used in this bulletin are: temperature in °F., precipitation and evaporation in inches, and wind movement in miles. Degree days are based on a daily average of 65° F. | | | | | | | | | | | | | | | | | | | |
| Evaporation is measured in the standard Weather Bureau type pan of 4 foot diameter unless otherwise shown by footnote following Table 6. | | | | | | | | | | | | | | | | | | | |
| Amounts in Table 3 are from non-recording gages, unless otherwise indicated. | | | | | | | | | | | | | | | | | | | |
| Data in Tables 3, 5 and 6 and snowfall data in Table 7 are for the 24 hours ending at time of observation. See the Station Index for observation time. | | | | | | | | | | | | | | | | | | | |
| Snow on ground in Table 7 is at observation time for all except Weather Bureau and CAA stations. For these stations snow on ground values are at 7:30 A.M. E.S.T. WTR EQUIV in Table 7 means the water equivalent of snow on the ground. It is measured at selected stations when the depth of snow on the ground is two inches or more. Water equivalent samples are necessarily taken from different points for successive observations; consequently occasional drifting and other causes of local variability in the snowpack result in apparent inconsistencies in the record. | | | | | | | | | | | | | | | | | | | |
| Long-term means for all stations except full-time Weather Bureau stations are based on the period 1931-1955. | | | | | | | | | | | | | | | | | | | |
| Long-term means for full-time Weather Bureau stations (those shown in the Station Index as United States Weather Bureau Stations) are based on the period 1921-1950, adjusted to represent observations taken at the present location. | | | | | | | | | | | | | | | | | | | |
| - No record in Tables 3, 5, 7 and the Station Index. No record in Tables 2 and 5 is indicated by no entry. | | | | | | | | | | | | | | | | | | | |
| * And also on a later date or dates. | | | | | | | | | | | | | | | | | | | |
| * Amount included in following measurement, time distribution unknown. | | | | | | | | | | | | | | | | | | | |
| © Data in the column formerly headed No. of Days .01 or more have been changed to No. of Days .10 or more effective January 1, 1954. | | | | | | | | | | | | | | | | | | | |
| # Thermometers are generally exposed in a shelter located a few feet above and covered ground; however, the reference indicates that the thermometers are exposed in a shelter located on the roof of a building. | | | | | | | | | | | | | | | | | | | |
| // Gage is equipped with a windshield. | | | | | | | | | | | | | | | | | | | |
| AM Data based on observational day ending before noon. | | | | | | | | | | | | | | | | | | | |
| B Adjusted to a full month. | | | | | | | | | | | | | | | | | | | |
| C In the "Refer to Tables" column in the Station Index the letter "C" indicates recorder stations. These stations are processed for special purposes and are published later in the Monthly Precipitation Data. | | | | | | | | | | | | | | | | | | | |
| D Water equivalent of snowfall wholly or partly estimated, using a ratio of 1 inch water equivalent to every 10 inches of new snowfall. | | | | | | | | | | | | | | | | | | | |
| E One or more days of record missing; see Table 5 for detailed daily record. Degree day data, if carried for this station, have been adjusted to represent the value for a full month. | | | | | | | | | | | | | | | | | | | |
| # Amounts from recording gages (those amounts are essentially accurate but may vary slightly from the amounts to be published later in Hourly Precipitation Data). | | | | | | | | | | | | | | | | | | | |
| T Trace, an amount too small to measure. | | | | | | | | | | | | | | | | | | | |
| V Includes total for previous month. | | | | | | | | | | | | | | | | | | | |
| Additional information regarding the climate of Maryland and Delaware may be obtained by writing to any Weather Bureau Office or to the State Climatologist at Weather Bureau Airport Station, Friendship International Airport, Baltimore, Maryland. | | | | | | | | | | | | | | | | | | | |
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