

8250

Diag'd. on Diag. Ch. No. 77-4

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey

Field No. **T-8250** Office No.

LOCALITY

State **Maryland**

General locality **Eastern Shore**

Locality **Trappe**

194 2

CHIEF OF PARTY

Lt. Comdr. F. L. Gallen

LIBRARY & ARCHIVES

DATE **September 17, 1946**

8250

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. T-8250

REGISTER NO.

State Maryland

General Locality Eastern Shore

Locality Trappe

Scale 1:20,000 Date of survey July 8, Oct. 22, 19 42

Vessel War Mapping Field Party No. 1

Chief of party F. L. Gallen

Surveyed by John R. Smith, Morris W. Burr, Charles Hanavich, C. C. Fryer, and L. G. Chambers.

Inked by Morris W. Burr

Heights in feet above M.S.L. to ground ~~to tops of trees~~

Contour, ~~Approximate contour, Form line~~ interval 20 feet

Instructions dated August 3, 19 42

Supplemental instructions August 13, 1942.

Remarks: _____

DESCRIPTIVE REPORT TO ACCOMPANY
T-8250
MARYLAND
WAR MAPPING PROJECT CS-288-A
F. L. Gallen, Chief of Party

INSTRUCTIONS

This work was executed under the Director's Instructions dated August 3, 1942, and Supplemental Instructions dated August 13, 1942.

GENERAL DESCRIPTION OF AREA

The greater portion of the land area on this sheet is cultivated with wooded areas about equally distributed. On the east, south and west, the land is drained by numerous creeks, which empty into the Choptank River, and the Tred Avon River.

The land area on the eastern portion of this sheet is low and flat and with large creeks making in, whereas in comparison, the remainder of area is higher.

ORGANIZATION OF WORK

The survey operations on this quadrangle were undertaken in the following order:

- a - Supplemental levels
- b - Field Edit
- c - Contours
- d - Bridge classification
- e - Horizontal accuracy tests
- f - Vertical accuracy tests.

Operation "a" was performed by a 4-man party; operations "b" and "c" were conjoined and performed by a 4-man party; operation "d" by a special 2-man party; and operations "e" and "f" by two special 5-man parties.

LEVELS

The supplemental levels were run by John R. Smith, Photogrammetric Aid, from July 8 to August 29, 1942, but was not continuous.

These levels were controlled from Army Engineers, and Coast and Geodetic Bench marks, and preceded the second order levels mentioned in paragraph 13 of the instructions for this project.

A wye level, with 16 foot rods graduated in feet and tenths, was used. Elevations were read to the nearest hundredth. Elevations were taken along the centerline of all principal roads, at intervals of one fourth mile intersections with other roads, hedges, fences, etc. These points were identified on a copy of the map assembly and furnished to the topographer for the control of contours.

All supplemental level lines were closed lines except for a few spur lines of less than 1 1/2 miles in length, and along roads where the second order levels were to be later run. Level lines whose closures exceeded one foot were re-run, minor level lines (not used for the control of other lines) were not adjusted if the closing error was less than 3/10 foot. Temporary bench marks were set along the main level lines for the control of minor level lines. Elevations to the nearest 1/10 foot were furnished to the topographer.

Level ties were made with the 1942 unadjusted second order bench marks by John R. Smith, Photogrammetric Aid, on August 28, 1942. There were no discrepancies on the supplemental levels over .30 foot.

All supplemental level elevations have been inked in black on the sheet to the nearest 1/10 foot and will be of value should five foot contours be added at a later date. All levels elevations on this sheet were checked against the original level records by Donald Flippo, Junior Engineering Aid, October 22, 1942.

CONTOURING

This sheet was contoured by Morris W. Burr, Engineering Aid, from September 10th to October 23, 1942.

The contouring was done directly on a 1:20,000 scale map assembly of the planimetric maps by standard planetable methods, except that planetable positions were located and orientations obtained from the topographic detail shown on the map assembly. Only a few short planetable traverses were run, and in each case, it was used to carry elevations for a planetable set-up.

No undue attempt was made by the topographer to secure a greater degree of accuracy in the contours than the instructions specifically called for.

U. S. Geological quadrangle maps were consulted also, and where discrepancies existed they were noted in the field. Since the Geological Survey quadrangle maps were on a much smaller scale than the work on this project, only a visual comparison was made. In general, the contours of the two surveys were in close agreement. The following are the larger discrepancies:

- (1) A discrepancy of 10 feet was found in the contours shown by the Geological Survey on their quadrangle about 2.5 miles east of Trappe; in addition, a discrepancy of 10 feet was found between their useful elevation (shown at latitude $38^{\circ}39.0'$, longitude $76^{\circ}00.5'$) and the elevation ascertained from our supplemental level line. In view of this, the supplemental levels were re-run to this road intersection from a 1942 unadjusted 2nd order bench mark, Y 61, at Trappe by John R. Smith, Photogrammetric Aid, on September 19, 1942, and the first running of the supplemental levels was checked with an error only of 0.2 foot.
- (2) The 60-foot contour at latitude $38^{\circ}44'$, longitude $76^{\circ}02'$, is continuous, whereas the Geological Survey shows a closed 60 foot contour.
- (3) A closed 40-foot contour with a 40-foot depression contour was found at latitude $38^{\circ}45'$, longitude $76^{\circ}04'$, the Geological Survey does not show any.
- (4) A closed 20-foot contour was found at latitude $38^{\circ}45'$, longitude $76^{\circ}06'$, the Geological Survey does not show it.

All planetable elevations obtained in the field have been inked in brown on the sheet, except where the elevations were on, or very close to the contour, in which case, they were left off the sheet. These elevations will be of value should five foot contours be added at a later date. Useful elevations such as are shown by the Geological Survey were obtained in the field, but no selection was made during the inking of the sheet.

The magnetic meridian shown on the sheet was obtained from orienting along U.S. Highway No. 213 and was later checked in the field.

FIELD EDIT

This sheet was field edited by Morris W. Burr, Engineering Aid, and was concomitant with his contour work.

All symbols used during the field edit are standard topographic symbols, except that a green "x" was used for the deletions and a tick mark was used to indicate the limits of deletions, and also, the points of change in the road classification. A list of abbreviations used during the field edit is contained in the back of this report.

A. Boundaries

The boundaries of the political districts were drawn on this sheet from maps furnished by the Washington Office, after they were verified locally.

B. Buildings

All farm buildings except dwellings, have been classified as "b"

(barns). This includes large substantial sheds, chicken houses, etc.

The buildings on this sheet were located by a combination of plane-table methods and tape distances. All buildings are shown in their relative size, except where individual buildings were so close that they could not be shown on this scale, in such cases, the buildings were slightly reduced insize. Where buildings were attached to each other, then solid blocks of buildings were shown.

In general, there were few additions or deletions of buildings.

C. Bench Marks

The descriptions of the second order bench marks established during 1942, by Mr. Clarence Symms, Jr., Associate Geodetic Engineer, while operating as an independent party, will be submitted by that party directly to the Washington Office.

All of the above 1942 bench marks, which fall on this sheet, have been shown.

B. M. "55" at Trappe, was destroyed and a description to that effect is submitted with this report.

Only the position of M-9 1935, which was recovered and for which a description is submitted with this report, is shown on the sheet.

There are no other permanent bench marks, except as stated above, on this sheet.

D. Bridges

Bridge Classifications were made by G. C. Fryer, Photogrammetric Aid, while operating as a special 2-man party. The classifications are in accordance with the instructions from the War Department dated July 23, 1942, and have been shown in "key" on the sheet.

Culverts (span of 20 feet as classified by the U. S. Bureau of Public Roads) have not been indicated on the sheet unless they were not capable of supporting normal loads. In which case, they have been labeled "weak culv" on the sheet.

E. Field Culture

All field culture, such as wire fences, brush along fence lines, field ditches, field lines, and wagon tracks have been deleted from the map manuscript. There were no stone fences on this sheet.

F. Geographic Names

In accordance with the instructions, no special investigation of

geographic names was made. However, the party was on the alert for name discrepancies and new names. The following discrepancies were found:

(1) Crosiadore Creek; the spelling of this name was verified by Mr. Dickenson, who has resided on Crosiadore farm for sixty years; in addition, it was verified by two other residents, who have resided in the vicinity of this creek all their lives. This creek is located east of Grubin Neck. ✓ H

1/26/3
6th Rec.
(1437-24)
(2) Holmes Creek; this creek is known as Holmes Creek and not as Reeds Creek. This information was verified by Mr. Dickenson and Mr. Frank Baker, who have been residents in this vicinity for 60 and 40 years, respectively. This creek is east of Grubin Neck. ✓

NEW NAMES

(1) Williamsburg; this small settlement is called Stumptown on the Geological Survey quadrangle. However, it has been called Williamsburg by its residents for the last 15 years. It is east of Bailys Neck. ✓

(2) Ivytown; this small settlement is called Manadier on the Geological Survey quadrangle. However, it has been known as Ivytown by its residents for the last 15 years or more. It is east of Bailys Neck. ✓

(3) Peach Blossom Creek; this creek is known by this name by all the local residents and has been known by this name for 50 years. It is east of Tred Avon River. ✓

(4) Trappe Station: it is a railroad station east of Goldsborough Creek. The name of this station appears on signboards and has been in local usage for about ten years. ✓

The roads on this sheet do not, in general, have local names. Only three such names were found. They are:

(1) Dutchmans Lane Road; this road has been called by this name for at least 50 years; it derived its name from a colony of Dutchmen, who settled this area. This road is northeast of Peachblossom Creek. ✓

(2) Bolingbroke Road; this road has been known by this name by local residents for the last 20 years; it is northeast of Bolingbroke Creek and it derives its name from this creek. ✓

(3) Diffendeffeffer Road; this road was named for a Mr. Diffendeffeffer, who gave the right-of-way when this road was constructed. It has been known by this name for 50 years. This information was obtained from Mr. J. O. Lyons, a grandson of Mr. Diffen- ✓

deffer. It is east of Peachblossom Creek.

C. Drainage

A few streams (shown by a full line on the map assembly) were re classified as intermittent streams. There was a tendency on the part of the air photographic survey to over-extend the streams, especially in cultivated fields. These have been deleted where necessary.

H. Shoreline

There were no shoreline changes or temporary docks noted on this sheet.

I. Power and telephone lines.

Power lines were treated in accordance with the standard practice of the Geological Survey, i. e. only trunk power transmission lines were shown, except where the lines were located in less developed rural areas and not along principal highways.

Telephone lines were treated in accordance with the supplemental instructions from the Director, dated August 13, 1942.

There were two power lines falling in the above category on this sheet. No telephone lines are shown on this sheet.

J. Roads

All roads have been classified and shown in accordance with the instructions from the Army War College dated January 12, 1942.

K. Woods

The wooded areas have been classified for concealment, types of trees and density. A key to the classification is contained in the back of this report.

JUNCTIONS

This sheet joins quadrangle 8259 on the north, 8251 on the east, 8243 on the south, 8249 on the west.

The junctions and field edit with sheets T-8243 and T-8249 have been checked and found to be in agreement by Donald Flippo, Junior Engineering Aid; the junction with sheet T-8259 will be discussed in the report of that sheet on which the work is still in progress. However, the junction with sheet T-8251 will have to be discussed at some future date, if and when the work is commenced on this sheet.

STATISTICS

Supplemental levels, statute miles52.2
Contours, square statute miles 4.4
Field Edit, square statute miles5.5

TESTS

Horizontal Accuracy

For a statement on the horizontal accuracy test for this sheet, see the back of this report.

Vertical Accuracy

The vertical accuracy test for this sheet (at latitude $38^{\circ}38'$, longitude $76^{\circ}01.3'$) was done by Charles Hanavich, Senior Photogrammetric Aid, on September 24, 1942.

A section of a 20-foot contour was run on a copy of this sheet, transferred to this sheet and checked. This test contour is shown by orange lines connected up to black dots; The black dots indicate the elevations ascertained in the field.

The section of the contour tested on this sheet is within the required limits of accuracy as set forth in the instructions, and 5-foot contours can be added at a later date.

REMARKS

This sheet was inked by Morris W. Burr, Engineering Aid, October 19, 1942 to 23, 1942.

This sheet is complete and requires no further field work.

The field work on this sheet was supervised by E. L. Jones, Lieutenant, and the report compiled by Charles Hanavich, Senior Photogrammetric Aid.

Submitted by,

*Charles Hanavich by
Emil H. Kirsch*

Charles Hanavich,
Senior Photogrammetric Aid

Approved:

F. L. Gallen
F. L. Gallen,
Chief of Party

TEST FOR HORIZONTAL ACCURACY
 QUADRANGLE NO. 8250
 PROJECT NO. 238-A

This test consists of a traverse between Triangulation Station MORRIS and Triangulation Station EASTON. The traverse is 11.67 statute miles in length and contains 25 test points, 18 of which are within the boundaries of this quadrangle. The traverse closure is one part in 9,740, and the discrepancy was adjusted throughout the traverse. The test points are referred to in the computations as P. P. No. (photograph point number), and the test points as scaled from the map manuscript are referred to as M. M. No.

TABULATION OF TEST POINTS

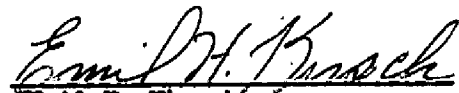
Description of Point	Test Point Number	Lat.	Long.	Difference in mm.
Inter road & fence 90°	P. P. No. 1	38-39- 77.8	76-01- 907.5	.205
	M. M. No. 1	38-39- 74.7	76-01- 904.8	
Inter road & road 90°	P. P. No. 2	38-38-1595.7	76-01-1155.7	.193
	M. M. No. 2	38-38-1598.0	76-01-1158.8	
Center front of house	P. P. No. 3	38-38-1763.2	76-02- 90.9	.294
	M. M. No. 3	38-38-1767.4	76-02- 86.8	
Inter road & road. 90°	P. P. No. 4	38-38-1847.0	76-02- 642.6	.271
	M. M. No. 4	38-38-1842.1	76-02- 640.3	
Inter road & hedge 85°	P. P. No. 5	38-39-118.6	76-02-1280.0	.193
	M. M. No. 5	38-39-120.6	76-02-1283.3	
Inter road & road 85°	P. P. No. 6	38-39- 182.1	76-03- 626.3	.235
	M. M. No. 6	38-39- 186.4	76-03- 628.2	
Inter road & road 90°	P. P. No. 7	38-39- 870.9	76-03- 476.0	.239
	M. M. No. 7	38-39- 871.2	76-03- 471.3	
Inter road & road 80°	P. P. No. 8	38-40- 53.0	76-03- 451.5	.199
	M. M. No. 8	38-40- 54.9	76-03- 455.0	
Inter road & fence 65°	P. P. No. 9	38-40-1237.6	76-03- 644.6	.389
	M. M. No. 9	38-40-1239.7	76-03- 652.1	
Inter road & road 55°	P. P. No.10	38-41- 455.2	76-03- 819.3	.307
	M. M. No.10	38-41- 461.0	76-03- 821.3	
Inter road & road 80°	P. P. No.11	38-41-1417.2	76-03- 977.9	.302
	M. M. No.11	38-41-1412.0	76-03- 981.0	

TABULATION OF TEST POINTS
(continued)

Description of Point	Test Point Number	Lat.	Long.	Difference in mm.
Inter road & fence 80°	P. P. No. 12	38-42- 430.8	76-03-1120.4	
	M. M. No. 12	38-42- 430.9	76-03-1122.8	.120
Inter road & road 50°	P. P. No. 13	38-43- 327.9	76-03-1405.2	
	M. M. No. 13	38-43- 336.3	76-03-1406.7	.427
Inter road & road 50°	P. P. No. 14	38-43-1179.3	76-04- 94.6	
	M. M. No. 14	38-43-1189.5	76-04- 98.8	.550
Inter road & road 90°	P. P. No. 15	38-43-1849.9	76-04- 203.4	
	M. M. No. 15	38-44- 8.0	76-04- 203.5	.410
Inter road & fence 85°	P. P. No. 16	38-44- 468.1	76-04- 280.1	
	M. M. No. 16	38-44- 475.3	76-04- 282.8	.385
Center front face of house	P. P. No. 17	38-44-1078.9	76-04- 399.2	
	M. M. No. 17	38-44-1084.3	76-04- 397.8	.279
Inter road & fence 65°	P. P. No. 18	38-44-1683.5	76-04- 440.7	
	M. M. No. 18	38-44-1686.4	76-04- 442.8	.179

It may be noted that test point No. 14, a 50° intersection is the only point in 18, which exceeds the allowable limit of .5 mm for well defined points. Ninety five per cent of the points tested show a map manuscript error of less than .5 mm.

Submitted by


Emil H. Kirsch,
Lieutenant
U. S. Coast & Geodetic Survey

Approved:


Wm. D. Patterson
Chief of Party.

ABBREVIATIONS AND SYMBOLS
Field Edit on Map Manuscripts

WOODS

Concealment:

- A - Trees 10' high - hide troops
- B - Brush, hide troops, impede progress
- C - Scattered brush, hide troops

Density:

- 1 - Scattered
- 2 - Thinly wooded
- 3 - Heavily wooded
- 4 - Heavily wooded

Type:

- D - Deciduous
- P - Evergreen and pine
- H - Brush
- S - Scrub
- L - Young trees

BRIDGES (by special party)

First Symbol	one lane	Unlimited
Capacity	5 m.p.h.	
A	90 tons	25 tons
B	75 "	18 "
C	18 "	15 "
D	10 "	7 "
E	6 "	4 "
F	Light vehicles only	

ROADS SYMBOLS

- Vertical clearance (clear height for width of 10')
- A - over 14'
 - B - " 13'
 - C - " 12'
 - D - " 11' etc.

ROAD SYMBOLS

- Horizontal Clearance (width between curbs)
- A - over 18'
 - B - " 17'
 - C - " 16'
 - D - " 15' etc.

- ROAD SYMBOLS - yr. of classification
- " U " - Underpass (to be substituted
 - " T " - Tunnels for the 1st Symbol where applicable)

BUILDINGS

- a - dwelling
- b - barn
- sto - store
- blgd - building
- ch - church
- sch - school
- P. O. - Post Office
- C. H. - Court House
- RR Stc. - Railroad Station
- hos - hospital

SYMBOLS

- Stream.....
- Intermittent stream.....
- Probable drainage, unsurveyed.....
- Rivers and lakes.....
- Intermittent ponds and lakes.....
- Ditch.....
- Tanks.....
- Telephone and telegraph lines.....
- Power transmission on lines.....
- Cemetery, give name.....
- Fence, stone.....
- Hedge.....
- Barrier (state name of).....
- Railroad crossing.....
- Grade.....
- R R above.....
- R R below.....
- Boundaries.....
- State.....
- County.....
- Township or district.....
- Reservation.....
- City or village.....
- Cemetery or small park.....
- Elevations, plane table.....
- Elevations, levels.....
- Bench Mark, permanent.....
- Contour.....

DELETE

Roads

- Rd. - Road
- Classification:
- Rd. 1 - Dependable, hard surface
 - Rd. 2 - Secondary, all weather
 - Rd. 3 - Loose surface
 - Rd. 4 - Unimproved, but graded
 - Rd. 4U - Track road
 - Rd. 5 - Horse or foot trail
 - P - Private Road
 - W - Width in feet
 - R R - Railroad
 - Tr - Tracks
 - U - U. S. Highway No. 3
 - ⊙ - State Highway No. 3
 - ◇ - County Highway No. 3

Note: Colors shown are for inking on red or orange prints. With black and white prints, substitute red ink for black



X21
K21
AM
76
20

X

	Remarks	No. 1	Decisions
1		386760	
2		386759	
3		"	
4		386760	
5		"	
6	See U.S.G.S. quadrangle for location	"	
7		"	
8		"	
9		"	
10	See compilation: west side Connolly Cove	"	
11	Reeds Creek is decision in USGB 6th Report: apply this name pending revision with respect to Holmes Creek	"	U.S.G.B.
12		"	"
13		"	
14	See USGS quadrangle for location	386761	
15		"	U.S.G.B.
16		"	
17		"	
18	See USGS quadrangle for location	"	
19		"	
20	See USGS quadrangle for location	"	
21		"	U.S.G.B.
22		387760	
23	Apply in place of Manadier pending decision of _{L.H.} USGB	"	
24	Apply in place of Stumptown pending decision of _{L.H.} USGB	"	
25	On railway near Stumptown/Williamsburg: see T-5714	"	
26		387761	
27		386761	USBB

GEOGRAPHIC NAMES

Survey No. T- 8250

TRAPPE quadrangle
No. 1

Name on Survey

On Chart No.
On previous survey No.
On U. S. quadrangle Maps
From local information
On local Maps
P. O. Guide or Map
Rand McNally Atlas
U. S. Light List

A, B, C, D, E, F, G, H, K

	A	B	C	D	E	F	G	H	K	
✓ ✓ <u>Choptank River</u> ✓ ✓										1
✓ ✓ <u>Raccoon Creek</u> ✓ ✓										2
✓ ✓ <u>Miles Creek</u> ✓ ✓										3
✓ ✓ <u>Barber</u> ✓ ✓										4
✓ ✓ <u>Trappe</u> ✓ ✓										5
✓ ✓ <u>Hambleton</u> ✓ ✓										6
✓ ✓ <u>Trappe Landing</u> ✓ ✓										7
✓ ✓ <u>Lowry Cove</u> ✓ ✓										8
✓ ✓ <u>Connolly Cove</u> ✓ ✓										9
✓ ✓ <u>Connolly Point</u> ✓ ✓										10
✓ ✓ <u>Reeds Creek</u> ✓ ✓										11
✓ ✓ <u>Crosiadore Creek</u> ✓ ✓										12
✓ ✓ <u>Leonard Cove</u> ✓ ✓										13
✓ ✓ <u>Grubin Neck</u> ✓ ✓										14
✓ ✓ <u>La Trappe Creek</u> ✓ ✓										15
✓ ✓ <u>Saw Mill Cove</u> ✓ ✓										16
✓ ✓ <u>Island Creek</u> ✓ ✓										17
✓ ✓ <u>Island Neck</u> ✓ ✓										18
✓ ✓ <u>Trappe Station</u> ✓ ✓										19
✓ ✓ <u>Oxford Neck</u> ✓ ✓										20
✓ ✓ <u>Goldsborough Creek</u> ✓ ✓										21
✓ ✓ <u>Barker Creek</u> ✓ ✓										22
✓ ✓ <u>Ivytown</u> ✓ ✓										23
✓ ✓ <u>Williamsburg</u> ✓ ✓										24
✓ ✓ <u>Llandaff</u> ✓ ✓										25
✓ ✓ <u>Peachblossom Creek</u> ✓ ✓										26
✓ ✓ <u>Tred Avon River</u> ✓ ✓										27

Remarks

Decisions

	Remarks	Decisions
1		387761
2		" U.S.G.B.
3	See chart 1225 for position East side Tred Avon River	"
4	" " " ; West side Tred Avon River	"
5	From T-5714: no. side Peachblossom Creek near 44.21/06'33"	"
6		387760
7		"
8		"
9		386760
10	Apply to either of two branches at south edge of quadrangle near long. 76 02'	385760
11		Railway Guide
12		
13		County Maps
14		" "
15		386761
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. T-8250

No. 2

Name on Survey

	A, On Chart No.	B, On previous survey No.	C, On U. S. quadrangle Maps	D, From local information	E, On local Maps	F, P. O. Guide or Map	G, Rand McNally Atlas	H, U. S. Light List	K
✓ <u>Baileys Neck</u> ✓ ✓									1
✓ <u>Trippe Creek</u> ✓ ✓									2
✓ <u>Camden Point</u> ✓ ✓									3
✓ <u>Neck Point</u> ✓ ✓									4
✓ <u>Le Gates Cove</u> ✓ ✓									5
✓ <u>Talbot Country Club</u> ✓ X									6
✓ <u>Dutchmans Lane Road</u> ✓ ✓									7
✓ <u>Diffendefffer Road</u> ✓ ✓									8
✓ <u>Bolingbroke Road</u> ✓ ✓									9
✓ <u>Bolingbroke Creek</u> ✓ ✓									10
✓ <u>Oxford Branch, Pennsylvania R.R.</u> ✓									11
Political subdivisions:									12
✓ <u>No. 1 Easton</u> ✓ ✓									13
✓ <u>No. 3 Trappe</u> ✓ ✓									14
✓ <u>Martin Point</u> ✓									15
									16
									17
									18
									19
									20
									21
									22
									23
									24
									25
									26
									27

Names underlined in red approved
by L. Heck on 12/24/42

RECORDS

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

Registered and Filed in the Vault

Cloth-mounted copy of the published quadrangle.
published quadrangle at 1:20,000 scale
Black and white cloth-mounted copy of the map manuscript. This copy is filed to preserve original survey detail shown on the manuscript at 1:20,000 scale which may not have been shown on the published sheet. For ~~political-boundaries~~, woodland, ~~marsh-and-swamp-limits~~, refer to the published quadrangle for the finally adopted ~~positions~~. outlines.

Descriptive Report.

Division.

Filed in the Photogrammetric Section--Surveys-Branch

Field inspection photographs.

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

Field edit sheet.

Descriptions of recoverable topographic stations (Form 524), filed in Reviewing-Unit Section.

Supplementary traverse and level records.

Field notes, computations, lists of positions, and tabulations of results of horizontal and vertical accuracy tests.

Reproduction proof.

Correction sheet (copy of quadrangle showing in red changes to be made when next printed.)

Check lists of work performed on each sheet in the Washington Office during review, drafting, edit, and reproduction.

Original manuscript - ³oz lid cloth-backed copy.

Copies of specifications and all instructions
to field parties and field offices.

Filed in Reproduction Branch

Glass negatives of the color separation drawings.

Filed in the Library

~~Special report on field work by Commander K. T.
Adams, 1944.~~

Special report on office work by B. G. Jones, 1944.

Season's report on field work by Commander F. L.
Gallen, 1944.

Season's report on field work by Commander R. L.
Schoppe, 1944.

Delivered to the Army Map Service in accordance
with the contract

Film negatives and film positives of the color
separation drawings.

All color separation drawings.

~~Original celluloid manuscript.~~

A correction sheet consisting of a copy of the
first edition of the quadrangle with notes in red
indicating changes desirable at the next printing.

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8250

TRAPPE 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

The report of the horizontal accuracy test run in this area is included in this descriptive report.

A report of the vertical accuracy test in this area is on page 7 of this descriptive report.

Previous Surveys

This manuscript has been compared with the following previous topographic surveys of this Bureau and other agencies. This map is satisfactory to supersede the previous surveys over the common area.

T-224	1:20,000	1847
T-225	1:20,000	1847
T-254	1:20,000	1848
T-2494	1:20,000	1900
T-2513	1:20,000	1900

Comparison with Nautical Charts Nos. 1225

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:

This quadrangle has not been applied to the charts yet.

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

No formal review was necessary on this sheet as all additions and corrections were made in the field.

Reviewed December 15, 1942 By Jack S. Rahn
under direction of D. H. Benson *(per D.M.)*

Inspected by B. G. Jones *B.G. Jones 8/46*

Examined and approved:

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

~~Chief, Topography Section~~

Robert W. King
~~Chief, Div. of Charts~~
Nautical Chart Branch

Raymond P. Egan
~~Chief, Div. of Coastal~~
Surveys

NAUTICAL CHARTS BRANCH

SURVEY NO. 7-8250

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
<u>1-31-'49</u>	<u>552</u>	<u>[Signature]</u>	Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
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M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.