

5789

0275

Form 504 Rev. April 1936	
DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Topographic Hydrographic	Sheet No. T-5789
U. S. COAST & GEODETIC SURVEY LIBRARY AND ARCHIVES FEB 11 1941	
Acc. No.	
ate Florida	
LOCALITY Gulf Florida West Coast	
Vicinity of Shamrock & Cross City and Vicinity	
Photographs Taken Dec. 3, 1939	
1941	
CHIEF OF PARTY	
Lieut. Kenneth G. Crosby	

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.

SHEET

~~Field~~ No. T-5789

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REGISTER NO.

State Florida

General locality Gulf Florida West Coast

Locality Vicinity of Shamrock and Cross City, Florida and vicinity
Photos.

Scale 1:20,000 Date of ~~Survey~~ December 3, 1939

Party

~~Vessel~~ Air Photographic Party No. 1

Chief of party Lieut. Kenneth G. Crosby

Field Inspected by:

~~Surveyed~~ by Lieut. (j.g.) George W. Lovesee

Inked by William H. Shearouse

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated April 3, 1940

Remarks: _____

SUPPLEMENTARY SURVEYS

	Name	Date	Hours
Control Surveys.....			
Planetable Surveys.....			
Total			0

FIELD INSPECTION

Preparation of Photographs.....	X		12
Field Work.....	GLA & GWL	March 1-31, 1940	80
Inking Notes.....			
Coast Pilot Notes.....			
Geographic Name Report.....	GLA & GWL	March 1-31, 1940	40
Landmarks for Charts.....			
Description Cards.....	HAD	Dec. '40-Jan '41	4
Recovery Notes.....			
Total			136

MAIN RADIAL PLOT

Scale Plot.....	E.L.J. & R.H.Y.	July 2 & 3	3
Projection on Base Sheet.....			
Projection on Survey Sheet.....			
Control Plotted.....	K.G.C.	Aug. 8	1
Control Checked.....	E.L.J.	Aug. 8	1
Control Trans. to Base Sheet.....	E.L.J. & K.G.C.	Aug. 9	1
Transfer Checked.....			
Control picked on Photographs.....	E.L.J.	June 26 -28	5
Control checked on Photographs.....	D.R.S.	July 10	1
Hydro. & Topo. Stations picked.....	R.H.Y.	July 12	4
Radial points picked.....	WHS-KWS-RHY	July 17	15
Adjacent centers picked.....	KGC-RHY-WHS-KWS	6-27, 6-28, 7-1	12
Templates.....	DRS - JHSB	7-19 to 26 & 8-13	22
Radial Plot.....	X - various personnel	8-10 to 19	12
Radial Points transferred.....	E.L.J.	Aug. 19	3
Transfer checked.....	KGC - WHS	Aug. 20	7
H & T Stations scaled & checked....	WHS - WOG	Oct. 10	2
Additional Radial points.....			
Total			89

DETAILING

Rough Draft.....	WHS	AUG. '40-JAN '41	270
Smooth Draft.....			
Total			270

COMPILATION

Name Overlay.....	WHS	Oct. 3	3
Descriptive Report.....	WHS - KGC	Oct. 5-9	13
Field Review.....	KGC	Jan. 2-4	18
Total			34

Total Time spent on Sheets..... 529 hours.

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SHEET NO. T- 5789

PHOTOGRAPHS

Number	Date	Time	Stage of Tide
3712	Dec. 3, 1939	11:15	Inland Sheet
3713	Dec. 3, 1939	11:16	(no shoreline)
3714	Dec. 3, 1939	11:17	
3715	Dec. 3, 1939	11:20	
3716	Dec. 3, 1939	11:22	
3734	Dec. 3, 1939	11:59	

Tide from predicted tables for: Not used (no coastline within limits of sheet)

Camera: U.S. Coast and Geodetic Survey Mine-Lens (focal length 8 $\frac{1}{2}$ inches.)
 Negatives on file at Washington Office.

SCALE

Mean scale of Photographs..... 1:20,000 \div 1.0023
 Scale of Survey Sheet..... 1:20,000

STATISTICS

Area (land)..... 127.28 Square statute miles
 Shoreline (more than 200 m. from opposite shore). 0 Statute miles
 Shoreline (Creeks)..... 0 Statute miles
 Roads, streets, trails, and railroads..... 97.1 Statute miles

REFERENCE STATION

Station: PUTNAM 1933

Latitude: 29° 39' 11.896" ✓
 (366.3 m) ✓

Datum: N.A. 1927

Longitude: 83° 10' 31.547" ✓
 (848.5 m) ✓

(Adjusted)
 Date of Survey: All details are of date of photographs, Dec. 3, 1939, no subsequent information having been given by the field inspection.

x-coordinate = 2,420,743.72 ft. } Sec. 1,
 y- " = 240,024.68 ft. } North
 Zone

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DESCRIPTIVE REPORT
To Accompany
SHEET NO. T--5789

GENERAL

This sheet was compiled in accordance with "Instructions for Drafting Air Photographic Surveys, Project H.T. 242", dated April 3, 1940.

The general locality of the area covered by this survey sheet is Florida, West Coast, in the immediate vicinity of the towns of Shamrock and Cross City. The town of Cross City, however, does not appear within the limits of the sheet, but is just east of Shamrock which does appear.

This sheet lies entirely inland and no shoreline appears on it. While there are several kinds of vegetation, the major portion is cut-over swamp land.

Fire-breaks were omitted from this drawing.?

All roads should be shown 0.6 m.m. wide, as none of the roads on this sheet are wider than 12 meters.

CONTROL

The following five triangulation stations fall within the tracing limits of the sheet:

<u>Name of Station</u>	<u>Year</u>	<u>Established by</u>
Cross City	1933	H. C. Warwick
Putnam Lumber Co. N. Water Tank	1933	H. C. Warwick
Putnam Lumber Co. N. Stack	1933	H. C. Warwick
Putnam	1933	H. C. Warwick
Hines	1933	H. C. Warwick

One other station is on the sheet but is outside the tracing limits. It was used for control for the main plot as well as those listed above. It is as follows: DOUGLAS, 1933, established by H. C. Warwick.

The top of station PUTNAM LUMBER CO. N. WATER TANK was picked on the photograph rather than the base. However, in detailing the surrounding area the base was located approximately and this point was used for control.

No stations established by other organizations were used for control.

No errors were found in the location of the control stations by the photographic plot nor in the plotting of the stations on the field prints.

The position of azimuth marks at triangulation station PUTNAM 1933 and CROSS CITY 1933 were determined by the radial plot and were checked by plotting the geodetic azimuth as determined by triangulation by means of a 3 arm steel protractor. The location of the marks were in agreement with the geodetic azimuth.

MAIN RADIAL PLOT

A continuous radial plot was run on August 10th. - 19th. for the location of radial points and marked hydrographic and topographic stations for the southern half of Sheet No. T-5786, Sheets Nos. T-5787 to T-5791, inclusive, and the northern part of Sheets Nos. T-5792 and T-5793. This plot involved all photographs except as noted below, which extended southward from a northern limit comprising photographs Nos. 3757, 3798 and 3720, for the three lines of flight to the southern limit formed by photographs Nos. 3832, 3833, 3866 and 3838, in the general vicinity of Cedar Keys, Florida. Office prints for photographs Nos. 3741, 3799, 3800, 3834, 3857, 3858-59, were not furnished at the time of this plot by the Washington Office as sufficient overlap of photographs adjacent to them permitted their omission.

This plot consisted of 51 templates and extended for a distance of approximately 50 nautical miles along the axis of flight. Although triangulation control in this area is somewhat meagre, there was enough to rigidly fix 12 templates. Traverse stations established by the Florida Mapping Project in 1934 were used to rigidly fix 6 additional templates. These fixed templates were so distributed throughout the plot that it facilitated the laying of 11 templates which were controlled by only two triangulation stations or, as in some instances, by three triangulation stations which formed only a weak fix. There were 18 templates on which there was but one triangulation control point and only 4 templates on which there were no control stations whatsoever. The latter, however, was accurately and rigidly controlled by radial points established by previously laid templates. All templates were prepared in accordance with "Notes on Radial Plotting of Nine-Lens Air Photographs" dated April 9, 1940 with the exception that many more radial points were located than recommended and that mask lines were not placed on the survey sheets.

It had been the practice of this party to run the plot on the base grid sheets after having transferred the control from the survey sheet. This plot was laid by this method without satisfactory results after three days of work. Investigation of the causes for such poor intersection of radial lines resulted in finding distortion which was unevenly distributed throughout the base grid sheets and which could not be completely eliminated by adjustment. These errors in several instances amounted to as much as 20 meters in 4 grid squares. These grids had been ruled four months previous to this plot and probably accounts for the present large distortion. This method was therefore discarded and the second running of the plot was made directly on the survey sheets. This was completed in $4\frac{1}{2}$ days with excellent results.

The eight survey sheets for which this main plot was to be run were securely taped to the plotting table. All templates rigidly fixed by control were then laid, followed by those which were controlled but not fixed by triangulation or traverse, and finally those which were controlled by previously determined radial points. Excellent results were obtained in securing radial intersections for the numerous points. It has been found that much time can be saved by relieving the draftsmen of the task of putting in additional radial points without a material slowing up of the process of preparing the photographs and templates.

The long dimension of the combined plot was in a North-South direction

Upon completion of laying all of the templates, the radial points were transferred to "dummy" sheets and the templates removed from the survey sheets. The radial points were then transferred to the survey sheets by matching the intersections of parallels and meridians previously pricked into the "dummy" sheet. No distortion was apparent in the projections of the survey sheets and the radial points were transferred with little, if any, adjustment.

It is believed that all radial plotted points shown on the survey sheet by 2.5 m.m. diameter blue circles on the back of the sheet or black circles on the front are within 0.25 m.m. of their true position. Points determined by two radial lines are shown by a green circle and also in some cases where there are three or more cuts with slim intersections. In several instances, a radial point could not be determined with sufficient accuracy to be used as such, in which case the actual radial lines have been drawn on the survey sheet for further investigation with the photograph by the draftsmen.

No large or unusual adjustments were necessary in any part of this plot and very good agreement was obtained with radial intersections to the picture centers on adjacent flight lines. Agreement along the flight line was excellent and a majority of the radial points were picked from a common intersection of three or more radial lines. A few of the radial points selected were pricked in the center of gravity of the triangle of error which in all cases gave a position of not more than 0.22 m.m. in distance from the sides of the triangle.

Various colored inks were used on the photographs and the survey sheet to designate triangulation stations, topographic and hydrographic stations and radial points. The following key is furnished for future reference.

Photographs

Triangulation stations.....2.5 mm blue circle
 Hydro. & Topo. stations.....2.5 mm green circle
 Radial points (main plot).....2.5 mm red circle
 Radial points (additional).....3.5 mm red circle
 Photograph centers.....double red circle

Survey Sheet

Triangulation stations.....3.5 mm high black triangle
 Hydro. & Topo. stations.....2.5 mm black circle
 Radial points (main plot).....2.5 mm blue circle on back of sheet
 Radial points (additional).....3.5 mm blue circle on back of sheet
 Radial points (questionable).....3.5 mm green circle on back of sheet

INTERPRETATION OF PHOTOGRAPHS

Some difficulty was experienced while detailing the town of Shamrock which, in the main, consists of the Putnam Lumber Company. This area appears on the edge of photograph No. 3714 which is clear. However, the only other photograph on which the area appears is No. 3713 and on this photograph it is blurred to some extent thereby hindering a good stereoscopic view. In addition, difficulty was experienced in accurately locating some of the houses and streets

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due, in addition to the above, to large overhanging trees which completely cover areas where houses and streets are thought to be. However, since the majority of houses, buildings, and streets are detailed, it is considered to be sufficient.

All other photographs were found to be clear with no further difficulty being experienced.

FIELD INSPECTION

Field inspection was made by Lieut. (j.g.) G. W. Lovesee by truck during the month of March, 1940.

Field notes were sufficient in several parts of the sheet but extremely scarce in a majority of the other sections. However, the vegetation is rather uniform and not so difficult to interpret by comparing spots without field notes with areas where notes were plentiful. By consulting with other and more experienced draftsmen, it is believed that an accurate interpretation was made where any doubt existed.

DETAILING

The scale of photographs No. 3712, 3714 and 3734 was found to be good, while considerable tilt was found to exist in photographs Nos. 3713, 3715 and 3716. This tilt rendered these photographs useless except for small areas.

The sheet was detailed in accordance with current instructions for the project. It was rubbed down with magnesium carbonate prior to inking the sheet.

There are no unusual conditions or adjustments.

The legend used by the field inspection party and by the draftsman is shown on a separate sheet and made a part of this report.

JUNCTIONS

This sheet joins T-5788 on the south and southwest, T-5790 on the southeast and T-5787 on the northwest. All junctions are in agreement.

COMPARISON WITH OTHER SURVEYS

As the entire area of this sheet is inland, no part touching the shoreline, there has been no previous survey made by the U.S. Coast and Geodetic Survey. Therefore, no comparison could be made.

Due to large scale differences, accurate comparisons with other maps and charts of this area were not practicable.

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GEOGRAPHIC NAMES

The geographic names for this area were submitted to the Washington Office in March, 1940 by Lieut. George L. Anderson, in a special report for that section of this project field inspected by him.

Respectfully submitted,

William H. Shearouse
William H. Shearouse
Draftsman

Forwarded,

Kenneth G. Crosby
Lieut. Kenneth G. Crosby
Chief of Party

LAND USE OF FLORIDA INSPECTION AND MAPPING SERVICE

T5789

SHEET NO. T-5789

PLANT

A - Ash
 Br - Brush
 Cit - Citrus
 Cy - Cypress
 Gum - Gum
 Oak - Oak
 Pal - Palmetto (Field Inspection)
 Palo - Palmetto (Rough Drafting)
 Pi - Pine
 Pin - Palm
 Mix - Mixed deciduous, pine & cypress

ROADS

Rd-1 - 1st Class road
 Rd-2 - 2nd Class road
 Rd-1d - 1st Class dirt road (G.L.A.) & (G.W.L.)
 Rd-2d - 2nd Class dirt road (G.W.L.)
 Tr - Trail
 U.T. - Used Trail
 U.R.D. - Used Road (G.L.A.)

VEGETATION

C - Cultivated
 DT - Deciduous trees
 Fl - Flooded area
 Gr - Grass
 TGr - Tropical grass
 HW - Heavily wooded
 M - Marsh
 Mg - Mangrove
 Sw - Swamp
 Sct - Scattered

PODS

P - Pond
 CyP - Cypress Pond
 GP - Grassy Pond
 IP - Intermittent Pond
 PiP - Pine Pond

SYMBOLS

Ca - Canal (width)
 Cr - Creek
 D - Ditch
 IS - Intermittent Stream
 PMU - Probable drainage unsurveyed
 Str - Stream

DISC.

B1 - Bluff (height) (in location L.)
 Blf - Bluff (Rough Drafting)
 Bldg - Building
 Brs - Bridge
 Ch - Church
 Cth - Court House
 C.H. - Court House (G.L.A.)

Cv - Culvert
 FB - Fire Break (width)
 f - fence
 H - House
 Is - Island (Field Inspection)
 I - Island (Rough Drafting)
 H.W.L. - High Water Line
 L.W.L. - Low Water Line
 L.L. - Light line around marsh
 OP - Overpass
 PO - Post Office
 RR - Railroad (name)
 S - Sand
 Sch - School
 UP - Underpass
 W - Water
 Mud - Mud

FCS - Florida Geodetic Survey
 MAP - Florida Mapping Project
 USA - U.S. Engineers
 USGS - U.S. Geological Survey

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LEARNED FROM FIELD INSPECTION AND ROUGH DRAFTING

SHEET NO. 5-5789PLANTS

A - Ash
 Br - Brush
 Cit - Citrus
 Cy - Cypress
 Gum - Gum
 Oak - Oak
 Pal - Palmetto (Field Inspection)
 Pale - Palmetto (Rough Drafting)
 Pl - Pine
 Plm - Palm
 Mix - Mixed deciduous, pine & cypress

ROADS

Rd-1 - 1st Class paved
 Rd-2 - 2nd Class road
 Rd-3a - 1st Class dirt road (G.L.A.) (G.W.L.)
 Rd-3b - 2nd Class dirt road (G.W.L.)
 Tr - Trail
 U.F. - Used Trail
 U.R.D. - Used Road (G.L.A.)

VEGETATION

C - Cultivated
 DE - Deciduous trees
 Fl - Flooded area
 Gr - Grass
 TGr - Tropical grass
 HV - Heavily wooded
 M - Marsh
 Mg - Mangrove
 Sw - Swamp
 Sct - Scattered
 t.w. - *thinly wooded*

FONDS

F - Pond
 Cyp - Cypress Pond
 GP - Gum Pond
 IP - Intermittent Pond
 PlP - Pine Pond

STREAMS

Ca - Canal (width)
 Cr - Creek
 D - Ditch
 IS - Intermittent Stream
 PRU - Probable drainage unsurveyed
 Str - Stream

LISS.

B1 - Bluff (height) (G.L.A.) (G.W.L.)
 Blf - Bluff (Rough Drafting)
 Bldg - Building
 Brg - Bridge
 Ch - Church
 CH - Court House
 C.H. - Court House (G.L.A.)

Cv - Culvert
 FB - Fire Break (width)
 f - fence
 H - House
 Is - Island (Field Inspection)
 I - Island (Rough Drafting)
 HWL - High Water Line
 LWL - Low Water Line
 L.L. - light line around marsh
 GP - Overpass
 PO - Post Office
 RR - Railroad (name)
 S - Sand
 Sch - School
 UP - Underpass
 W - Water
 Mud - Mud

FUS - Florida Geodetic Survey
 MAP - Florida Mapping Project
 U.S. - U.S. Engineers
 USNS - U.S. Geological Survey

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Page 1.

ATL. OF AIR PHOTO COMPILATION NO. 1-5789

Chief of Party: Kenneth C. Crosby

Compiled by: William H. Shearouse

Project: H.F. - 242

Instructions dated: April 3 1940

1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b, c, d, e, g and i; 26; and 64)
Yes
2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g, n)
Yes
3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (par. 66; and 66 d, e)
None
4. Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 26)
None
5. Difference between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.
No contemporary plane table or hydrographic surveys of this area for comparison were available.
6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 17b; 44; and 65 c, h, i)
Yes
7. High water line or marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

No highwater line on sheet.

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

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8. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)

None on Sheet.

9. Recoverable objects have been located and described on Form 584 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)

Yes

10. A list of landmarks was furnished on Form 587 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, compiled with. (Par. 16d, e; and 60)

No landmarks of use to water navigation.

11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16e)

No bridges of navigational importance. All bridges are small fixed span highway bridges over small streams.

12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to the source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U.S. C. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)

No overlays. See special report submitted by Lieut. George L. Andersen in March, 1940 entitled "Special Report on Investigation of Geographic Names".

13. The geographic edition of the compilation is N.A. 1927 and the reference station is correctly noted.

Yes

14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 64j)

Yes

15. The drafting is satisfactory and particular attention has been given the following:

1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report. Yes, legend used on rough draft.
2. The degrees and minutes of latitude and longitude are correctly marked.

Yes

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3. All station points are exactly marked by fine black dots. Yes
4. Closely spaced lines are drawn clear and clear for printing. Yes
5. Topographic symbols for similar features are of uniform weight. Yes
6. All drawing has been retouched where partially rubbed off. Not necessary.
7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground. Yes

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

16. No additional surveying is recommended at this time.

No additional topographic survey required.

17. Remarks:

18. Examined and approved:

Kenneth J. Gault
 Kenneth J. Gault
 Chief of Party

19. Remarks after review in office:

Reviewed in office by:

Examined and approved:

Chief, Section of Field RecordsChief, Section of Field WorkChief, Division of ChartsChief, Division of Hydrography

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DIVISION OF CHARTS

Surveys Branch

Review of Air Photographic Survey T-5789

Comparison with other surveys

There are no contemporary graphic control or other surveys within this area. Since this survey does not include any shoreline, there are no previous topographic surveys within the area of T-5789.

Topographic Stations

Form 524 descriptions for the described topographic stations located by the radial plot are filed under T-5789.

Low Water and Shoal Lines

T-5789 is entirely inland, showing no shoreline.

Radial Plot

The radial plot is accepted as adequate without checking in this office. See pages 2 and 3 of the descriptive report for a complete description of this plot.

Field Inspection and Detailing

The field inspection for this survey was confined largely to details visible from the roads.

All heavily wooded areas have been shown on the manuscript as swamp. Field inspection notes are not conclusive, having labelled this as "mixed, heavily wooded," but not having labelled it as swamp. It is assumed that the field party had sufficient knowledge of the area to be correct in this interpretation.

The numerous ponds in the swamp in the northern section of the survey will not be shown, as they appear to be merely wetter spots in the swamp, and as such need not be shown as distinct ponds.

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Comparison with Chart 180

The former surveys did not cover this area and topographic details are not shown on the present chart.

General

T-5789, which was compiled as a rough drafting, will be redrafted in this office.

Reviewed by: L. V. Evans

6-16-41

Inspected by: B. G. Jones

6-16-41

Robert W. Knapp
Chief, Surveys Branch

J. B. Borden
Chief, ~~Section of Topography~~
Division of Charts

K. T. Adams
Chief, ~~Division of Charts~~
Section of Topography

G. H. Hude
Chief, Division of Coastal
Surveys

All hydrographic signals located on this sheet are shown on the printed copies.

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Remarks.

Decisions

1		296831
2	Just off limits of sheet: see page 1	"
3		
4	No. 2, Fla. Transp. Map; Texaco, Shell Road Maps	
5	" "	
6	" "	
7	Railway Guide	
8		
9	Suggest adding direction note.	
10	"To Cross City" on U.S. 15 near	
11	Shamrock L.H.	
12		
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27		
M 234		

GEOGRAPHIC NAMES

Survey No. **T5789**

T-5789

Name on Survey

	A.	B.	C.	D.	E.	F.	G.	H.	K.	
<u>Shamrock</u>										1
<u>Cross City</u>										2
										3
<u>U.S. No. 19</u>										4
<u>State Highway No. 295</u>										5
<u>State Highway No. 289</u>										6
<u>Atlantic Coast Line R.R.</u>										7
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Names underlined in red approved
by L. H. Beck on 8/21/41