

8125

8125

Form 504 Rev. June 1941	
DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
<i>Air Photographic</i> Hydrographic Hydrographic	Survey No. T-8125 (Field)
MARYLAND NINEPIN QUADRANGLE N 3819 - W 7517 N 3815 - W 7515	
LOCALITY	
State Maryland	
General locality Chesapeake Bay	
Locality Ninepin Bridge (Pittsville)	
1942	
CHIEF OF PARTY F. L. Gallen Fred. L. Peacock	

DATA RECORD

T- 8125

NINEPIN

Quadrangle (II): ~~Nine Pin Bridge~~
 N3815- W 7515

Project No. (II): CS-278 B

Field Office: Salisbury, Md.

Chief of Party: F. L. Gallen

Compilation Office: Baltimore
Md.

Chief of Party: Fred. L. Peacock

Instructions dated (II III): ~~Mar. 4, 1942~~
~~Mar. 27, 1942~~
~~Aug. 13, 1942~~ Copy filed in Descriptive
 Report No. T- (VI)

Completed survey received in office: ✓ 10/29/42

Reported to Nautical Chart Section: ✓ 10/30/42

Reviewed: 3/9/43

Applied to chart No.

Date:

Redrafting Completed: 5/28/43

Registered: ~~4/1/44~~ 2/21/45

Published: 11/15/43

Compilation Scale: 1:19,640

Published Scale: 1:31,680

Scale Factor (III): 1.018

Geographic Datum (III): N.A. 1927 Datum Plane (III): Mean Sea Level

Reference Station (III): LIBERTY 1942
 38° 19' 06.079" (137.4M) 75° 17' 56.305" (1367.8M)

Lat.: 38 19 10.6077" (137.4M) Long.: 75 17 56.303" (1367.8M) Adjusted x
 (1662.6) (89.8) Unadjusted

State Plane Coordinates (VI):
 Maryland Coordinate system (single zone)

X =

Y =

Plane coordinates not available for this station
 J.H.S.

Military Grid Zone (VI) A

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
8721-8724 inc.	4/14/42	12:42	1:20,000	No tidal waters
8733-8736 inc.	4/14/42	1:00	1:20,000	No tidal waters
Single lens photos				
4-228-4230	unknown	unknown	Enlarged from	" " "
4-229-4232			1:60,000 to	
5-207-5209			1:20,000	
5-210-5212				

Tide from (III):

Mean Range:

Spring Range:

Camera: (Kind or source) U.S.C. & G. S. nine lens camera (focal length $8\frac{1}{4}$ "
Commercial contract with special single lens aerial mapping camera
(focal length 4")

Field Inspection by: J. R. Evans date: July 1942
G. L. Anderson 7/2/42

Field Edit by: Wm. E. Clark date: Nov. 1942

Date of Mean High-Water Line Location (III):

Projection and Grids ruled by (III) Washington date:

" " " checked by: Washington date:

Control plotted by: Joseph Steinberg date: July 3, 1942.

Control checked by: J. Edward Deal, Jr. date: July 3, 1942.

Radial Plot by: J. Edward Deal, Jr. & J. Steinberg date: July 8, 1942.

Detailed by: John M. Reinoldi date: 7/22/42 to
9/5/42

Reviewed in compilation office by: Henry P. Eichert date:

Elevations on Field Edit Sheet
checked by: Salisbury office date: Nov. 1942.

STATISTICS (III)

Land Area (Sq. Statute Miles): 58.4 mi.

Shoreline (More than 200 meters to opposite shore): none

Shoreline (Less than 200 meters to opposite shore): none

Number of Recoverable Topographic Stations established: none

Number of Temporary Hydrographic Stations located by radial
plot: none

Leveling (to control contours) - miles: 52.0 miles

Roman numerals indicate whether the item is to be entered
by, (II) Field Party, (III) Compilation Party, or, (VI) the
Washington Office.

When entering names of personnel on this record give the
surname and initials (not initials only).

Remarks:

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY
WASHINGTON

December 5, 1942

NINEPIN, MD. QUAD
T-8125

MEMORANDUM of change in quadrangle names.

The $7\frac{1}{2}$ -minute series quadrangle in Maryland-Virginia, index number N3800-W7530/7.5, heretofore known as POCOMOKE, has been changed to POCOMOKE CITY.

The $7\frac{1}{2}$ -minute series quadrangle in Maryland, index number N3815-W7515/7.5, heretofore known as NINEPIN BRIDGES, has been changed to NINEPIN.

J. G. Staack,
Chief Topographic Engineer.

cc: U. S. Coast and Geodetic Survey
Chief of Engineers (2 copies)
Soil Conservation Service
State Geologist,
Charlottesville, Va.
Mr. Zens

DESCRIPTIVE REPORT
TO ACCOMPANY
AIR PHOTOGRAPHIC SURVEY NO. T-8125
STATE OF MARYLAND
NINEPIN BRIDGE (PITTSVILLE)

Date of this Report

September 7, 1942

This rough draft ^{map} manuscript is part of War Mapping Project CS-278 and is included within sub-project division CS-278-B. The map manuscript covers the $7\frac{1}{2}$ minute Ninepin Bridge Quadrangle and is part of the 15 minute Pittsville Quadrangle.

INSTRUCTIONS:

Instructions for this project are contained in the Director's letter dated March 4, 1942. Supplemental instructions are contained in inter-office correspondence dated March 27; June 5, 24; August 13; and September 4, 1942.

FIELD INSPECTION:

Roads and woods classification, drainage, contours and elevations were done by War Mapping Field Party No. 1 under the direction of Lieut. Comdr. Wm. D. Patterson in the Spring of 1942.

PHOTOGRAPHS:

Nine lens photographs were taken with the U. S. Coast & Geodetic Survey nine lens camera (focal length $8\frac{1}{4}$ "), to an approximate scale of 1:20,000. Single lens photographs were taken by a commercial firm using a special lens mapping camera (focal length 4"). These single lens photographs were taken at scale 1:60,000 and enlarged to scale 1:20,000.

CONTROL:

There are two U. S. Coast & Geodetic Survey Triangulation Stations that fall within the limits of this survey. They are:

Liberty, 1942
Holston, 1942

The following four triangulation stations fall beyond the limits of this survey but were used for supplementary control:

Morris, 1932
Pittsville, East Base, 1932
Berlin, 1932
Berlin Stack

CONTROL: (cont'd)

The following three triangulation stations were plotted on "dog ears" attached to the map manuscript and were used as supplementary control for orienting photographs and for detailing:

Berlin Standpipe
Berlin High School
Oутten, 1942

After detailing had been completed, the "dog ears" were removed from the map manuscript.

RADIAL PLOT:

A combined radial plot involving Surveys Nos. T-8102, T-8103, T-8124, and T-8125 was run on July 8, 1942 by the usual celluloid template method. The number of control stations permitted good intersections on the secondary control points and the result was a very satisfactory plot. The secondary control points picked on the 1:20,000 scale photographs were used in radially plotting additional points for detailing.

Some of the photographs had a slight amount of tilt. Rather than compute the amount of tilt, radials ~~intersections~~ in the center chambers of such photographs were disregarded in most cases. It was considered necessary to compute the amount of tilt of photograph 8721 and it was found to be 2° and 31 minutes. Satisfactory results were obtained by using the iso-center of this photograph as the ray center. *n.*

RECOVERABLE HYDROGRAPHIC OR TOPOGRAPHIC STATIONS:

No such stations appear on this survey. *No seasons of navigable waters in area.*

AZIMUTH REFERENCE MONUMENTS:

Descriptions on Form No. 524 are submitted with this map manuscript giving geographic positions and other information for Liberty R. M. (Azimuth) and Holston R. M. (Azimuth).

DETAIL:

A scale plot was run for the entire area included by sub-project CS-278-B. The scale selected for the projections was very close to the average scale of the photographs and the detailing was greatly expedited thereby.

Buildings: With the exception of small out-buildings and those indicated with an "X" on field inspection photographs, all discernible buildings have been shown on the map manuscript. In cases where the character of buildings could not be clearly distinguished on the photograph, and they had not been field inspected, the buildings were shown. It is probable that in the course of the field edit some of these buildings will be found to be superfluous, and it is recommended that they be deleted at that time.

DETAIL: (cont'd)

Roads: All roads were detailed by using a single line only which represents the center line of the road. For the sake of clarity certain road intersections were shown by double full lines, 0.5mm apart. Roads were classified according to field inspection, which in turn followed military specifications, Plate 42-2194, Engineer Reproduction Plant, the Army War College, dated January 12, 1942. In cases where the field inspection photographs failed to furnish road classifications, the omissions were noted on the discrepancy overlay.

Wooded & Cultivated or Cleared Areas: The demarcation between wooded and cultivated or cleared areas and between adjacent wooded areas of different characteristics shown by a long dash line. Cleared areas within wooded areas are indicated by the symbol "CL". Wooded areas were classified according to field inspection which followed military specifications. Wooded areas not classified in the field inspection are shown with the symbol "T".

Drainage: Drainage was detailed according to field inspection (except where Stereoscopic examination of the photographs indicated otherwise). Perennial drainage is shown by a full line; intermittent drainage by a line broken with three dots. In cases where drainage was not classified and delineated on the field inspection photographs, the drainage was interpreted stereoscopically and shown with a dot-dash-dot line.

Marsh Areas: Marsh areas if field inspected, are shown bounded by a broken line, and the marsh symbol is shown within. Some marsh areas shown on this map manuscript are shown with marsh symbol but are not bounded by a broken line. The boundaries of these areas were omitted on the field inspection and were determined by by stereoscopic examination in this office. In marsh areas covered by woods, partial symbols and tree classifications have been shown.

Contours: Contours at 20 ft. intervals were located as indicated by the field inspection photographs. They are shown by a full line in red acid ink on the front of the map manuscript.

Political Boundaries: Political boundaries are shown by the appropriate symbol in blue acid ink on the back of the map manuscript.

COMPARISON WITH PREVIOUS SURVEYS:

No previous surveys of the area covered by this survey are available for comparison.

JUNCTIONS:

Control points were common with Surveys Nos. T-8102 to the north, T-8124 to the west, T-8126 to the east, and T-8129 to the south. Junctions of detail with aforementioned surveys are satisfactory.

REMARKS:

All ambiguities between the field inspection photographs and any omissions or differences between the inspection and office interpretation are indicated on the discrepancy overlay. Such comments and suggestions

REMARKS: (cont'd)

as may prove to be of assistance in the course of the field edit have also been included thereon.

HORIZONTAL ACCURACY:

Well-defined points of detail as shown on this planimetric map manuscript are believed to be located within the limits of error as defined in paragraph 54 of instructions for War Mapping Project CS-278, dated March 4, 1942.

RECOMMENDATIONS FOR FUTURE SURVEYS:

The detail as presented on this map manuscript is believed to be complete but is to be field edited for corrections, additions and deletions.

Respectfully submitted,

John M. Reinoldi
John M. Reinoldi
Sr. Photogrammetric Aid

Reviewed,

Henry P. Eichert
Henry P. Eichert
Photogrammetric Aid

Approved, 10/28/42

L. W. Swanson
L. W. Swanson, Lieutenant
U. S. Coast & Geodetic Survey

Approved & Forwarded,

Fred L. Peacock
Fred. L. Peacock
Officer-in-Charge
Baltimore Field Office

FIELD EDIT REPORT
T-8125
Project CS-278-B
F. L. Gallen, Chief of Party

1. The area consists of farm lands and heavily wooded sections. Swamp is existent along the western edge of the quadrangle.

The Potomoke River and several small streams also appear in this area.

14. Roads were classified according to instructions.
15. Bridges were classified by C. C. Fryer and party, according to instructions.
16. Buildings were classified according to instructions.
17. Boundary monuments and lines were determined from maps furnished by the Maryland State Roads Commission and investigated in the field.
18. For Geographic Names refer to the geographic names report for project CS-278-B. ✓
46. The method used in making the field edit consisted of visual inspection of the area. A planetable was used in determining contour portions missing from the manuscript.

All additions, deletions and corrections were made on the map manuscript and transferred to a smooth copy after the field work had been completed.

The inking on field edit maps was done in accordance with the following scheme:

<u>Features</u>	<u>Colors</u>
Additions, Wye elevations	
Bench mark crosses	Black
Deletions	Green
Political boundaries and names	Purple

47. The map compilation is considered complete and adequate.
48. No horizontal accuracy tests were made for this quadrangle. For nearest quadrangles with accuracy tests refer to T-8102 and T-8103.

For vertical accuracy tests refer to map manuscript overlay concerning discrepancy of contour. This contour appears on Photograph 8733 and was determined by one party, and checked by another party on Photograph 8734.

Submitted by

Approved:
E. H. Durack for F. L. Gallen
F. L. Gallen, Chief of Party

William E. Clark
Wm. E. Clark
Photogrammetric Aid.

826
80
1000
POST-OFFICE ADDRESS:

1407 Lexington Bldg., Baltimore, Md.

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

1943 OCT - 7 - AM 8:48

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

October 6, 1943

Director
U. S. Coast and Geodetic Survey
Department of Commerce
Washington, D. C.

Dear Sir:

I have an approximate location of the Powellsville Fire Tower which has been erected probably since your last photographs have been taken. The observations were given to me by the Department of Forests and Parks and the only confirmation is that the point plots on the Geological Survey Quadrangle sheet are exactly where Mr. Buckingham said the tower was located in a fork on the road east of Truitt, Md. The angles were observed only to the minute with an ordinary transit and therefore would only serve for plotting on the map and not as an established location.

Maryland State Coordinates of Powellsville Fire Tower

X 1,271,170

Y 191,080

probable accuracy 10 ft.

note
add.
In making a map for D Company of the 702nd Military Police Battalion, a proof was sent to the field and Lieut. Moorfield reported that the Municipal Airport Beacon had been removed from the location formerly shown on the Baltimore Harbor Chart on Logan Field. You undoubtedly have record of the change but if you wish me to check to make sure that this report is correct, I can inquire further. My original is now being reproduced but as soon as it is returned I shall send you a print with notes regarding any differences that there appear to be between the location of roads and the present Harbor Chart.

Yours very truly,

Carroll F. Merriam

Carroll F. Merriam
Collaborator

CFM:ekm

Rec. card 2750

plotted on
Powellsville Fire Tower has been added to proof copy of T-8125 "Ninepin" Quadrangle & will be added to plates and shown on final edition.

J M Berry 10/14/43

$$\begin{array}{r} 1,211,170 \\ 800,000 \\ \hline X' = 471,170 \end{array}$$

191,080

$$\begin{array}{r} \text{Origin} = 26,369,112.76 \\ Y = \frac{191,080}{26,178,032} \end{array}$$

$$\tan \theta = \frac{471,170}{26,178,032} = 0.0179986785$$

$$\theta = 1^{\circ} 01' 50.2093''$$

$$\lambda = 75^{\circ} 21' 28.579''$$

$$\begin{array}{r} \tan \frac{\theta}{2} = 0.0179986785 - 7276 \\ = 0.0179979508 \end{array}$$

DO NOT USE

$$Y'' = X' \tan \frac{\theta}{2} = 8,480.09$$

$$\begin{array}{r} Y' = Y - Y'' = 191,080 - 8480 \\ = 182,600 \end{array}$$

$$\phi = 38^{\circ} 20' 05.063''$$

I have a separate location of the tower which has been erected on the site of the old tower. The observation taken. The observation is that the only confirmation is that the point is the same and the only confirmation is that the point is the same. The tower was located in a fork on the road east of Trinité, Mt. The angles were observed only to the minute with an ordinary transit and therefore would only serve for plotting on the map and not as an established location.

Maryland State Coordinates of Powellville Fire Tower

probable accuracy 10 ft.

Y 182,600

X 1,271,170

In making a map for D Company of the 70th Military Police Battalion, a proof was sent to the field and Lieut. Moorfield reported that the map had been removed from the location. You undoubtedly have record of the change but if you wish me to check to make sure that this report is correct, I can inquire further. My original is now being reviewed but as soon as it is returned I shall send you a print with notes regarding any differences that there appear to be between the location of roads and the present Harbor Chart.

Yours very truly,

Carroll F. Morrison
Collaborator

CFM:slm

Forwarded to the Tower for the 70th Military Police Battalion. The map will be added to the map and shown to the field.

GEOGRAPHIC NAMES LIST FOR T-8125

- ✓ Adkins Pond
- ✓ Adkins Race
- ✓ Asherwood Branch
- ✓ Asherwood Swamp
- ✓ Beech Ridge
- ✓ Beech Swamp
- ✓ Bowens Branch
- ✓ Double Bridge Branch
- ✓ Franklin Branch
- ✓ Franklin Swamp
- ✓ Goody Hill Branch
- ✓ Gumbidge Branch
- ✓ Ironshire Station
- ✓ Jobes Ditch
- ✓ Libertytown
- ✓ Libertytown Branch
- ✓ Massey Branch
- ✓ Mt. Pleasant
- ✓ Narrow Branch
- ✓ Narrow Branch Swamp
- ✓ Newark
- ✓ Ninepin Branch
- ✓ Ninepin Swamp
- ✓ Old Mill Branch
- ✓ Phila. Wilm & Balt. R. R. *Panna R.R.*
- ✓ Pitts Branch
- ✓ Pocomoke River
- ✓ Powell Branch
- ✓ Powellville
- ✓ Queponco *rr. sta. at Newark*
- ✓ Steves Island
- ✓ Raccoon Branch *not in names report (J.R. 26)*
- ✓ Timmonstown
- ✓ Timmonstown Branch
- ✓ Truitt
- ✓ Truitt Branch
- ✓ Whiton Ditch
- ✓ Williams Point *not on this quad.*
- ✓ Wicomico County
- ✓ Worcester County
- ✓ Whaleyville Branch
- ✓ Duncan Ditch
- ✓ Tilghman Race

T-8125

No. 1

Remarks.

Decisions

1		382752
2		"
3		"
4	Very little, if any, of feature on this quad. (just east of Newark)	"
5		379756-57
6		382752
7	Name OK if feature exists	"
8		382753
9		"
10	Name OK if feature exists	"
11		"
12		"
13		"
14	Recent decision	383753 USGN
15		"
16		"
17	Recent decision	" USGB
18	Name OK if feature exists	"
19		"
20		"
21		"
22		"
23		"
24	Recent decision	" USGB
25		"
26		"
27		"

GEOGRAPHIC NAMES

Survey No. T-8125

NINEPIN quadrangle

No. 1 Name on Survey

	A.	B.	C.	D.	E.	F.	G.	H.	K.	
<u>Goody Hill Branch</u>	✓									1
<u>Ironsire Station</u>	✓									2
<u>Newark</u>	✓									3
<u>Marshall Creek</u>										4
<u>Pocomoke River</u>	✓									5
<u>Massey Branch</u>	✓									6
<u>Ninepin Swamp</u>	✓									7
<u>Pitts Branch</u>	✓									8
<u>Old Mill Branch</u>	✓									9
<u>Bowens Branch</u>	✓									10
<u>Fowell Branch</u>	✓									11
<u>Tilghman Race</u>	✓									12
<u>Whiton Ditch</u>	✓									13
<u>Fowellville</u>	✓									14
<u>Adkins Pond</u>	✓									15
<u>Truitt</u>	✓									16
<u>Whaleysville Branch</u>	✓									17
<u>Gumbridge Branch</u>	✓									18
<u>Steves Island</u>	✓									19
<u>Franklin Branch</u>	✓									20
<u>Timmonstown Branch</u>	✓									21
<u>Libertytown</u>	✓									22
<u>Libertytown Branch</u>	✓									23
<u>Ninepin Branch</u>	✓									24
<u>Duncan Ditch</u>	✓									25
<u>Jobes Ditch</u>	✓									26
<u>Truitt Branch</u>	✓									27

Remarks

Decisions

1		383753
2		"
3		"
4		"
5		"
6		"
7		383752
8		"
9	Name OK if feature exists	"
10	" " " "	"
11		"
12		
13		
14		Railway Guide
15		"
16		Worcester Co. Map 1935
17		"
18		"
19		Map 1935
20		Wicomico Co. Map
21		"
22		Road Maps
23		"
24		"
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. T-8125

No. 2

Name on Survey

	A	B	C	D	E	F	G	H	K	
	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		
Adkins Race	✓									1
Mt. Pleasant	✓									2
Asherwood Swamp	✓									3
Asherwood Branch Double Bridge Branch										4
Double Bridge Branch	✓									5
Timmonstown	✓									6
Beech Swamp	✓									7
Beech Ridge	✓									8
Narrow Branch	✓									9
Narrow Branch Swamp	✓									10
Franklin Swamp	✓									11
Worcester County										12
Wicomico County										13
Pennsylvania R.R. (Delaware, Maryland and Virginia Branch)										14
Queponco (name of railroad station at Newark)										15
Political subdivisions:										16
West Berlin No. 9										17
Newark No. 4										18
Colbourne No. 6										19
Dennis No. 6										20
Willards No. 14										21
US Highway No. 113 (at Newark)										22
State Highway No. 374 (Powellville to eastward)										23
State Highway No. 554 (Powellville to Northward)										24
										25
										26
										27

Names defined in ed approved
by L. Heck of T-8125
7/30/43

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.

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.

Descriptive Report.

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.

Supplementary traverse and level records.

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

Reproduction proof.

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

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

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

Filed in Reproduction Branch

Glass negatives of the color separation drawings.

Filed in the Library

Special report on 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.

General Procedure in the Production of Topographic Quadrangles for the War Department

This quadrangle, together with similar adjoining maps produced under Project C.S. 278-B, was prepared by the Coast and Geodetic Survey for the War Department under "General Specifications for War Department Mapping Program" issued about December 1941, in which is incorporated the "Standard of Accuracy for a National Map Production Program" issued by the Bureau of the Budget under date of June 10, 1941.

The general procedure in the production of this and the adjoining quadrangles was:

FIELD SURVEYS

Aerial photography with the Coast and Geodetic Survey nine-lens camera, with airplane and flight crew furnished by the U. S. Coast Guard. The photographs were taken to the scale of 1:20,000. (This photography was supplemented by the use of single-lens photographs.) Ground inspection of the photographs for identification of control points, and classification and clarification of planimetric details on the photographs.

Contouring by planetable directly on the photographs. Supplementary vertical control was established by means of an extensive subordinate level net, furnishing unmarked elevations at road intersections, drive-ways, and numerous other points identifiable on the photographs.

COMPILATION OF MANUSCRIPT

Compilation on the map manuscripts by radial plot methods (celluloid hand templates) of all planimetry and contours. These manuscripts were drawn on the scale of 1:20,000 on celluloid sheets on which polyconic projections had been ruled with the Projection Ruling Machine in the Washington Office. Compilation was accomplished in the Baltimore Tappan Photogrammetric Office.

FIELD EDIT

Comparison of a copy of the manuscript with the ground. This included inspection for completeness and accuracy as well as the location by planetable methods of additional details, checking of nautical and aeronautical aids to navigation, etc.

Accuracy Tests - Application of systematic horizontal and vertical accuracy tests to check the maps for conformity with the specifications. These tests consisted of comparison of the map position and elevation of selected random points with the true position and elevation as independently determined by standard survey methods.

PROCESSING IN THE WASHINGTON OFFICE

Review - Examination of the manuscript for accuracy and completeness of compilation and compliance with specifications, correcting where necessary; addition of military and state grids and other special features; and verification of the general adequacy of the manuscript as a basis for the production of a finished map.

Drafting and Reproduction - Preparation of smooth color separation drawings on 1:20,000 scale on metal-mounted "blue-line" copies of the manuscript. From these drawings, negatives and printing plates were prepared for reproduction of the finished map on the scale of 1:31,680 or 1:25,000.

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8125

NINEPIN 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 See the Descriptive Report for T-8103 for a copy of the closest horizontal accuracy test comparisons. The results of this test were very satisfactory. In the southeast corner of the quadrangle, a small portion of the 20 foot contour was independently determined by two separate parties. The positions varied by a maximum distance of approx. 60 meters which is roughly one-tenth of a contour interval in this vicinity.

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.

There are no previous topographic surveys of this Bureau with which to compare this quadrangle.

"Pittsville" 1:62,500 1902 U.S.G.S.

Comparison with Nautical Charts Nos. 1220

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:

The area covered by T-8125 is not detailed on chart 1220 and should be applied. There is no shoreline of navigable waters on this quadrangle.

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

Only corrections of a minor nature were necessary on this map manuscript.

Reviewed 3/9/43 By H. H. Balling
under direction of D. H. Benson ^{DHB} per J. H. L.

Inspected by B. G. Jones B.G. Jones

Examined and approved:

Charles Peirce
Chief, Surveys Branch

K. T. Adams
Chief, Topography Section

J. S. Benson
Chief, Div. of Charts

G. H. Wade
Chief, Div. of Coastal
Surveys

NAUTICAL CHARTS BRANCH

SURVEY NO. T 8125

Record of Application to Charts

[illegible]

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.