

8291

8291

| | |
|--|--------------------------|
| Form 504 | |
| U. S. COAST AND GEODETIC SURVEY | |
| DEPARTMENT OF COMMERCE | |
| DESCRIPTIVE REPORT | |
| Type of Survey <u>Air Photographic Topographic</u> | |
| Field No. _____ | Office No. <u>T-8291</u> |
| LOCALITY | |
| State <u>Virginia</u> | |
| General locality <u>Southampton County</u> | |
| Locality <u>Sedley</u> | |
| <u>194 4</u> | |
| CHIEF OF PARTY <u>F. L. Gallen and</u> <u>Fred. L. Peacock</u> | |
| LIBRARY & ARCHIVES | |
| DATE <u>June 25, 1946</u> | |

ON
Diag. 78-3

DATA RECORD

T- 8291

Quadrangle (II): 7½ minute Sedley
N 3645-W 7652.5

Project No. (II): C. S. 289

Field Office: Suffolk, Va.

Chief of Party: F. L. Gallen

Compilation Office: Baltimore, Md.

Chief of Party: Fred. L. Peacock

Instructions dated (II III);
Mar. 13, Oct. 20, and Nov. 25, 1943
Jan. 18, 1944

Copy filed in Descriptive
Report No. T- (VI)

Completed survey received in office: 6/16/44

Reported to Nautical Chart Section: 6/17/44

Reviewed: 9/29/44

Applied to chart No.

Date:

Redrafting Completed: 3/30/45

Registered: 6/46

Published: 1945

Compilation Scale: 1:20,000

Published Scale: 1:31,680

Scale Factor (III): None

Geographic Datum (III): N. A. 1927

Datum Plane (III): Mean Sea Level

Reference Station (III): SEDLEY, 1944

Lat.: 36° 46' 26.681" (822.38m) Long.: 76° 59' 29.472" (730.9m) ^{679 822.38m} ^{482 731.18}
~~Adjusted~~ ^{Adjusted}
~~Field Computations~~

State Plane Coordinates (VI): Virginia, South zone

X = 2,441,815.57 Ft. Y = 163,996.28 Ft.

Military Grid Zone (VI) A

Overlapping grid - Zone B

PHOTOGRAPHS (III)

| <u>Number</u> | <u>Date</u> | <u>Time</u> | <u>Scale</u> | <u>Stage of Tide</u> |
|-----------------------|-------------|-------------|--------------|--|
| 13019 to 13023 Inc. | 12/31/42 | 2:50 P.M. | 1:20,000 | There are no tidal waters within the limits of this Map Manuscript |
| 12974 to 12977 Inc. | 12/31/42 | 1:50 P.M. | 1:20,000 | |
| 12952 to 12955 Inc. | 12/31/42 | 1:15 P.M. | 1:20,000 | |
| Single lens 9 X 9" | | | | |
| F G 105-35 to 40 Inc. | 4/7/37 | Unknown | 1:20,000 | |
| F G 105-75 to 81 Inc. | 4/7/37 | Unknown | 1:20,000 | |

Tide from (III): None

Mean Range: None

Spring Range: None

Camera: (Kind or source) U. S. Coast & Geodetic Survey nine lens camera
(focal length 8 1/2")

Contouring and Field Inspection by: Elliot Gillerman, G.B. Woolley, L. Levin, Feb., Mar., Apr.,
Wm. Clark, A.M. Jylha, Morris W. Burr date: and May 1944
D. G. Flipppo, Gordon Bowker

Field Edit by: E.L.M.

date: June 1944

Date of Mean High-Water Line Location (III): None

Projection and Grids ruled by (III) J.T.B. - P.J.H.

date: 4/20/44

" " " checked by: K.N.H.

date: 4/22/44

Control plotted by: C. P. Palumbo

date: 4/27/44

Control checked by: C. W. A. Supp

date: 4/27/44

Radial Plot by: Joseph Steinberg

date: 5/12 to 5/13/44

Detailed by: Raymond Glaser

date: 5/17/44 to 6/15/44

Reviewed in compilation office by: Henry P. Eichert

date: 6/13/44 to 6/15/44

Elevations on Field Edit Sheet
checked by: E.L.M.

date: June 1944

STATISTICS (III).

Land Area (Sq. Statute Miles): 55

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

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

Number of Recoverable Topographic Stations established: 19
(17 bench marks and 2 azimuth monuments)

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles:

Roman numerals indicate whether the item is to be entered by,

(II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

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

Remarks:

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

This quadrangle, together with similar adjoining maps produced under Project C.S.289, 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.

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 templets) 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 ~~Tampa~~ 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.

FIELD INSPECTION REPORT
QUADRANGLE T-8291
PROJECT CS-289B

1. This quadrangle lies almost wholly in Southampton County, Virginia, except for a small area in the southeast corner, on the east side of the Blackwater River, which lies in Isle of Wight County, Virginia. The region is sparsely settled, most of the area being timberland. The cultivated areas lie on the higher ground along the roads. The villages of Sedley, Burdette, and Berlin lie within the quadrangle. Most of the roads are graded dirt roads which are in a fair state of repair. The principal hard-surfaced roads crossing the quadrangle are State Highway No. 312, and County Highways No. 600, 632 and 641. The Virginian Railroad extends across the southern portion of the area.

Most of the area is moderately rolling land with steeper slopes along the watercourses. Elevations vary from less than ten to about 105 feet above mean sea level. Much of the area is in timber, predominantly second growth deciduous trees, although some heavy stands of pine are to be found. The underbrush is heavy throughout the area. The streams bottoms are covered with a dense growth of underbrush and deciduous trees.

The drainage is toward the east to the Blackwater River which flows south near the eastern boundary of the area. In the extreme southwest corner the drainage is to the west. The principal tributaries of the Blackwater River are the Seacock Swamp Creek, Black Creek, and Cypress Swamp. The tributaries have wide swampy bottoms and are more in the nature of swamps than true streams.

2. The field inspection is thought to be complete. Where single lens photographs were used for contouring the field inspection is indicated on the same photograph, unless a notation to the contrary is made on the photograph. Where nine lens photographs were used for contouring the field inspection is indicated on the same photograph.
3. The contrast between the pine and deciduous trees show up very well on the single lens photographs and very well on the nine lens photographs. And the swampy areas stand out very distinctly on the single lens photographs.
4. Same as for quadrangle T-8295.
5. Same as for quadrangle T-8295.
6. The contouring was done on both single lens and nine lens photographs. Due to the greater contrast of woods type the single lens photographs were easier to work on and slightly more sketching could be done on these photographs for this reason. Due to the fact that much of the contouring on this quadrangle was done when the leaves were out a great deal of hand leveling was resorted to.

Standard methods were used to place the contours on the photographs. No large vertical closures on planstable traverses were present.

The drainage was checked in the field and any errors found were corrected. Many drains marked as definite streams were found to be more in the nature of swamps with no definite drainage channels. These were indicated as swamps,

- 7 to 12 Do not apply to this quadrangle.
13. There are no landing fields or aids to aerial navigation in this quadrangle.
- 14 to 16 Same as for quadrangle T-8295.
17. The Southampton-Isle of Wight County line has been shown on photograph No. 12953*. The Blackwater River is the county line. The boundaries of political subdivisions will be added to the map manuscript. * Boundary shown only for portion falling on T-8292.
18. Same as for quadrangle T-8295.
19. The junction has been made on the west with the Vicksville quadrangle, mapped by the Soil Conservation Service in 1943. The junction necessitated some shifting of contours but no shift was over the allowable vertical accuracy.

Submitted by

Elliot Gillerman for F.H.G.

Elliot Gillerman
Jr. Topo. Engr.

Approved and forwarded by:

F.L. Gallen

F.L. Gallen
Chief of Party

T- 8291

A.M. Jylha
13020

105-35

M.W. Burr

12916

105-34

105-30

105-37

105-79

W.M.
Clark

105-38

Elliott Gillerman

105-70

105-39

105-78

W.M. Clark
13021

Gordon
Bowker

13022

13023

13022

Elliott
Gillerman

Louis Levin

12975

CONTOURS AND FIELD INSPECTION

as above

April & May, 1944

26 CONTROL:

The Field Party recovered and identified on the 1:20,000 field photographs the following horizontal control stations.

Those falling within the limits of the Map Manuscript are:

BERLIN, 1944
SEDLEY, 1944
ZUNI, 1944
PRIMARY TRAVERSE STATION 11, 1918 (U.S.G.S.)
~~P.T.S. 49, 1918 (U.S.G.S.)~~
BM

Those falling just outside the limits of the Map Manuscript are:

DORY, 1942
COURTLAND SOUTHAMPTON
FIRE LOOKOUT TOWER, 1942
MAYNARD, 1944
P.T.S. #13, 1918 (U.S.G.S.)
ZUNI WATER TANK N. & W. R.R., 1944
GAY, 1944

The Field Party established field inspection stations at well defined points of detail near many of the above horizontal control stations.

All of the horizontal control stations mentioned were used to establish photograph centers, secondary control points and detail points.

27 RADIAL PLOT:

The radial plot for this Map Manuscript is part of Main Radial Plot No. 6 for Project C.S. 289, which includes Surveys Nos. T-8291, T-8292, T-8307, and T-8308. The description of Main Radial Plot No. 6 follows.

Twenty-six nine lens unmounted 1:20,000 photographs covered the area of this Main Radial Plot as follows:

27 RADIAL PLOT: (Continued)

Nos. 12902 to 12907 Incl.
12949 to 12955 Incl.
12974 to 12979 Incl.
13017 to 13023 Incl.

These photographs were prepared for radial plot purposes in the same manner as that described in the descriptive report for 1:20,000 Main Radial Plots for Section 3 (part) and Section 4, of War Mapping Project No. C.S. 303, which was forwarded to the Washington Office on Nov. 3, 1943.

Sufficient horizontal control was available to adequately control the orientation of the 1:20,000 photographs. The Compilation Office was furnished the field computed geographic positions and the descriptions of the horizontal control established in 1944 by the U. S. Coast and Geodetic Survey to supplement the horizontal control of the U. S. Coast and Geodetic Survey and the U. S. Geological Survey existing prior to 1944. All of the horizontal control used in this radial plot was recovered and identified on the 1:20,000 photographs by the War Mapping Field Party responsible for the identification of horizontal control for War Mapping Project C.S. 289.

The War Mapping Field Party responsible for the identification of horizontal control for Project C.S. 289, furnished the Compilation Office "ACCURACY OF IDENTIFICATION REPORT, CLASSIFICATION OF HORIZONTAL CONTROL" for the area of Surveys Nos. T-8291, T-8292, T-8307 and T-8308, which is attached to this descriptive report.

In addition to the field identified horizontal control stations, the Compilation Office identified by office examination on the 1:20,000 photographs, several traverse stations of the U. S. Geological Survey, in the area of this Main Radial Plot. These traverse stations, which were mainly road intersections, could not be held with the U. S. Coast and Geodetic Survey horizontal control during the running of the

27 RADIAL PLOT: (Continued)

radial plot.

The Field Party of Lieut. Commander John Bowie, Jr., made ties to several monumented U. S. Geological Survey traverse stations in the area of this Main Radial Plot. The results of this field work showed a difference of 2 meters to 35 meters in the geographic positions of these traverse stations, as established by the U. S. Geological Survey. See copy of letter from Lieut. Commander F. L. Gallen to Officer-in-Charge, Baltimore Compilation Office, dated April 20, 1944, which is attached to this descriptive report. The Compilation Office used the data obtained by Lieut. Commander John Bowie, Jr. to compute the geographic positions of two additional U. S. Geological Survey monumented traverse stations. The results are listed as follows:

U.S.G.S. Primary Traverse Station "85", 1918

| | <u>LATITUDE</u> | <u>LONGITUDE</u> |
|------------------------|-------------------|------------------|
| U.S.G.S. position | 36° 51' 1109.1 m. | 76° 54' 410.7 m. |
| U.S.C. & G.S. position | 36° 51' 1107.0 m. | 76° 54' 427.6 m. |
| | -2.1 m. | 16.9 m. |

U.S.G.S. Primary Traverse Station "89", 1917

| | <u>LATITUDE</u> | <u>LONGITUDE</u> |
|------------------------|------------------|------------------|
| U.S.G.S. position | 37° 01' 382.2 m. | 76° 45' 850.4 m. |
| U.S.C. & G.S. position | 37° 01' 386.1 m. | 76° 45' 856.8 m. |
| | 3.9 m. | 6.4 m. |

In all cases where the U. S. Geological Survey traverse stations were tied into the U. S. Coast and Geodetic Survey horizontal control the corrected geographic positions of the traverse stations, as established by the U. S. Coast and Geodetic Survey, were held to during the radial plot without difficulty.

The Map Manuscript Projections were prepared for radial plot purposes in the same manner as that described in the descriptive report for 1:20,000 main

27 RADIAL PLOT: (Continued)

radial plots for Section 3 (part) and Section 4, of War Mapping Project No. C.S. 303, which was forwarded to the Washington Office on Nov. 3, 1943.

The radial plot was accomplished in the same manner as that described for Main Radial Plot No. 4, which was included in the descriptive report of Map Manuscript for Survey No. T-8318, Project C.S. 289, and was forwarded to the Washington Office on June 2, 1944.

During the running of this radial plot it was noted that U. S. Geological Survey traverse station "79," 1918, could not be held. Ties to this station with the U. S. Coast and Geodetic Survey horizontal control were not furnished the Compilation Office. The station was recovered and positively identified by the War Mapping Field Party. *This station was radial plotted on T-8308 and is shown by a 2 1/2 mm circle as a topographic position of less than 3rd order accuracy.*

Tilt was computed for photograph No. 12976 and found to be 2° and 30'. For this photograph, all radials used were drawn from the iso-center.

Good intersections were obtained on all secondary control points and it is believed that a satisfactory radial plot has been accomplished.

28 DETAILING:

The field inspection data furnished the Compilation Office for this Map Manuscript were satisfactory. These data were shown partly on nine lens 1:20,000 field photographs and partly on 9"X 9" single lens photographs.

Due to only a 25% overlap in flight between photographs Nos. 12975 and 12976, their respective centers fell too far apart to obtain radials from these photographs to an area in the northwest corner of the Map Manuscript.

The radials from photographs Nos. 13019 to 13023,

28 DETAILING: (Continued)

inclusive, the centers of which fall along the western edge of the Map Manuscript, gave slim intersections which were sufficient to establish the points in Longitude, but not in Latitude.

In order to fix these points in Latitude, photograph No. 13020 was placed in the vertical projector and the area of the center chamber was projected on the Map Manuscript to coincide with well established secondary control points common to the photograph and Map Manuscript. The detail points were then pricked where they fell on the radial intersections obtained from photographs Nos. 13019 to 13023, inclusive. Photograph No. 13021 was then used in a like manner. These detail points are shown on the reverse side of the Map Manuscript in green ink.

In the central portion of the eastern section of the Map Manuscript, which is not covered by a center chamber of any nine lens photograph, the 9" X 9" single lens photographs were used for detailing, after comparison with the nine lens photographs for any changes that may have occurred.

All detailing was accomplished in accordance with the field inspection data and careful office interpretation of the photographs.

Drainage wide enough to show both shores with clarity has been shown in black acid ink. All drainage too narrow to show both shores has been shown in blue acid ink, using the standard symbol for perennial and intermittent streams, as the case warranted.

Tree areas have been shown with a symbol in green acid ink and classified according to instructions received from the Washington Office.

The political boundary line between Southampton County and Isle of Wight County was not shown on the

28 DETAILING: (Continued)

field inspection photographs, but it was shown on the U. S. Geological Survey Ivor, Va. 15 minute quadrangle.
Center of Blockwater River is boundary.

This boundary line was detailed on the reverse side of the Map Manuscript in blue acid ink.

29 SUPPLEMENTAL DATA:

There are no previous surveys made by the U. S. Coast and Geodetic Survey, covering the area of this Map Manuscript.

Photostat copies, Scale 1:20,000, of a portion of a contemporary survey to the west of this Map Manuscript, made by the Soil Conservation Service, were furnished the Compilation Office for junction purposes.

30 MEAN HIGH-WATER LINE:

Not applicable.

31 LOW-WATER AND SHOAL LINES:

Not applicable.

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

Not applicable.

33 WHARVES AND SHORELINE STRUCTURES:

Not applicable.

34 LANDMARKS AND AIDS TO NAVIGATION:

Not applicable.

35 HYDROGRAPHIC CONTROL:

Not applicable.

36 LANDING FIELDS AND AERONAUTICAL AIDS:

There are no landing fields or recommended aeronautical aids within the limits of this Map Manuscript.

37 DISCREPANCY OVERLAY:

A discrepancy overlay has been prepared to accompany this Map Manuscript. On it are notes which are deemed likely to be of assistance during any future field edit. A set of general notes is included to aid in the interpretation of the symbols shown on the Map Manuscript.

38 GEOGRAPHIC NAMES:

The results of a geographic names investigation were furnished the Compilation Office on a copy of the U. S. Geological Survey, Ivor, Va., 15 minute quadrangle. Only the undisputed names have been shown on the Map Manuscript. A list of undisputed, disputed and recommended names is attached to this descriptive report.

39 HORIZONTAL ACCURACY:

The horizontal accuracy of this Map Manuscript is believed to be within the limits set forth for well defined and less well defined points of detail for War Mapping Projects. 2 Test traverses run, both showing satisfactory accuracy. Copy of results of Trav. #9 at back of this report.

40 RECOMMENDATIONS FOR FUTURE SURVEYS:

The planimetry, as presented on this Map Manuscript is believed to be complete, except as noted herein.

41 REMARKS:

The description, as furnished in the field report, adequately describes the area of this Map Manuscript.

42 JUNCTIONS:

A satisfactory junction has been made with the following:

To the North with Map Manuscript for Survey No. T-8308
To the East with Map Manuscript for Survey No. T-8292

42 JUNCTIONS: (Continued)

To the South no contemporary survey is available to the Compilation Office for junction purposes.

To the West, the Compilation Office has been furnished for junction purposes, photostatic copies, Scale 1:20,000 of parts of a contemporary survey made by the Soil Conservation Service. A complete and satisfactory junction could not be made between the photostatic copies and the Map Manuscript. The following discrepancies are noted:

| | | | |
|--------------------|-------------|---------------------|-------------------------------|
| Road at Lat. | 36° 51' 24" | is not in agreement | about 0.5 mm E & W. |
| Stream at Lat. | 36° 51' 17" | " " " " | OK |
| Stream At Lat. | 36° 50' 40" | " " " " | removed by Field Edit |
| ✓ Road at Lat. | 36° 49' 39" | " " " " | OK |
| ✓ Road at Lat. | 36° 49' 34" | " " " " | OK |
| ✓ Road at Lat. | 36° 47' 28" | " " " " | OK |
| ✓ Railroad at Lat. | 36° 46' 28" | " " " " | OK |
| ✓ Road at Lat. | 36° 46' 26" | " " " " | OK |
| ✓ Stream at Lat. | 36° 46' 24" | " " " " | slight diff. changed to agree |
| ✓ Stream At Lat. | 36° 45' 34" | " " " " | " " " " |
| ✓ Road at Lat. | 36° 45' 15" | " " " " | OK |

| | | |
|--------------------------------------|------------------|----------------------------|
| Stream shown on Map Manuscript at | Lat. 36° 50' 54" | not shown on photostat |
| Abd. R.R. shown on Map Manuscript at | Lat. 36° 48' 58" | not shown on photostat |
| Road shown on Map Manuscript at | Lat. 36° 47' 45" | not shown on photostat |
| Abd. R.R. shown on Map Manuscript at | Lat. 36° 47' 24" | not shown on photostat |
| Stream shown on Map Manuscript at | Lat. 36° 45' 03" | not shown on photostat |
| Road shown on photostat at | Lat. 36° 50' 22" | not visible on photographs |
| Road shown on photostat at | Lat. 36° 46' 51" | not visible on photographs |

According to the field report a junction of contours has been made with the Soil Conservation Service Survey. This is true only when common planimetry is matched along the junction. It is not true when the common polyconic

Adjusted except as noted on manuscript.

42 JUNCTIONS: (Continued)

projections are matched. However, it is believed by slight adjustment on either the Map Manuscript or on the Soil Conservation Survey, a satisfactory junction of contours could be completed.

43 RECOVERABLE TOPOGRAPHIC STATIONS:

Form 524 is being submitted for each of seventeen bench marks and two azimuth reference monuments, the positions of which were determined on this Map Manuscript by radial intersections of field identified locations.

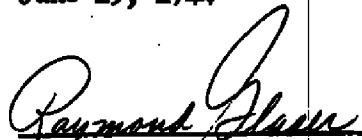
44 COMPARISON WITH EXISTING TOPOGRAPHIC SURVEYS:

Due to scale difference only a visual comparison could conveniently be made with the U. S. Geological Survey, Ivor, Va. 15 minute quadrangle. Common planimetric features seem to be in good agreement.

45 COMPARISON WITH NAUTICAL CHARTS:

There are no nautical charts covering the area of this Map Manuscript.


Respectfully submitted:
June 15, 1944



Raymond Glaser
Sr. Engineering Draftsman

Map Manuscript, Discrepancy
Overlay and Descriptive Report
Reviewed by:

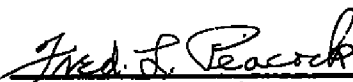

Henry P. Eichert
Jr. Photogrammetric Engineer

Compilation of Map Manuscript
Supervised by:


Joseph Steinberg
Asst. Photogrammetric Engineer

and

J. Edward Deal, Jr.
Asst. Photogrammetric Engineer

Approved and Forwarded:
June 16, 1944.


Fred. L. Peacock
Commander C. & G. Survey
Officer-in-Charge
Baltimore Photogrammetric Office.

GEOGRAPHIC NAMES

Undisputed

Beren^a Church
Berlin
Black Creek
Blackwater River
Brantley Swamp
Cedar Grove Church
Corinth
Cottage Hill School
Cypress Swamp
Jerico School
Round Hill
Round Hill Swamp
Seacock Corner
Sedley
Unity
Virginian
Windsor Road

GEOGRAPHIC NAMES

Recommended

Black Creek Siding
Burdette
Cattail Swamp
Johnson Millpond
Pulleys Crossroads
Seacock Swamp
Wades Pond
Whitefields Millpond

Disputed

Baffle
Burdett
Cotton Swamp
Johnsons Mill Pond
Polleys Crossroads
Seacock Creek
Wade Pond
Whitefields Mill Pond

P.O. Box 627, Suffolk, Va.

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY
April 20, 1944

To: Officer in Charge
U.S. Coast and Geodetic Survey
Baltimore Photogrammetric Office
601-611 Gorsuch Avenue
Baltimore, Maryland

From: Lieut. Comdr. F. L. Gallen
Chief, War Mapping Field Party No. 1
Suffolk, Virginia

Subject: Ties to U.S. Geological Survey traverse stations
in the area of Project CS-289 (South)

As a result of field work by this party the following ties to U.S.
G.S. traverse stations were secured:

U.S.G.S. Primary Traverse Station No. 1, 1918-C, in T-8305.

| | <u>Latitude</u> | <u>Longitude</u> |
|------------------------|--------------------|--------------------|
| U.S.G.S. position | 36-56+457.5 | 76-35+258.8 |
| U.S.C. & G.S. position | <u>36-56+457.6</u> | <u>76-35+260.7</u> |
| | + 0.1 M | + 1.9 M |

U.S.G.S. Primary Traverse Station ^{BM}No. 49, 1918, in T-8291.

| | <u>Latitude</u> | <u>Longitude</u> |
|------------------------|--------------------|----------------------|
| U.S.G.S. position | 36-48-45.0 | 76-53-22.2 |
| U.S.C. & G.S. position | <u>36-48-45.03</u> | <u>76-53-23.63</u> ← |
| | + 0.03 | + 1.43 |
| | + 0.9 M | + 35.4 M |

The latter traverse station is a vortical mark in a brick wall and
it is probable that the original location was on a spur traverse and
an error may have occurred in the spur traverse.



7. de

April 20, 1944

131

To: Officer in Charge

From: Lieut. Comdr. F.L. Gallen

Subject: Ties to U.S. Geological Survey
traverse stations in the area of Project
CS-289 (South)

U.S.G.S. Primary Traverse Station No. 13, 1918, in T-8308.

| | <u>Latitude</u> | <u>Longitude</u> | |
|------------------------|----------------------------|-------------------------|--|
| U.S.G.S. position | 36-54-13.0 | 76-53-59.9 | |
| U.S.C. & G.S. position | <u>36-54-13.11</u> 404.1 M | <u>76-54-00.62</u> 15.3 | |
| | + 0.11 | + 0.72 | |
| | + 3.4 M | + 17.8 M | |

An approximate new position was furnished for this mark on the picking card for this station. That value is superseded by the above position.

In addition to the above ties the triangulation party of Lieut. Comdr. John Bowie obtained information for ties to the following U.S.G.S. traverse stations:

Primary Traverse Station No. 11, in T-8291. *Adj. position from Geodesy 36° 46' 28.68"*
Primary Traverse Station "85", in T-8291. *76° 59' 17.81"*
Primary Traverse Station "89", in T-8310.
Primary Traverse Station No. 2, in T-8319.

F. L. Gallen

F. L. Gallen
Lieut. Comdr., U.S.C. & G.S.
Chief, War Mapping Field Party No. 1

CC: The Director

File

ACCURACY OF IDENTIFICATION REPORT
CLASSIFICATION OF HORIZONTAL
CONTROL FOR THE AREA OF
MAIN RADIAL PLOT NO. 6
CS-289 (South)

SHEET T-8291

POSITIVELY IDENTIFIED STATIONS:

*(F.I.P.) BERLIN, 1944
(F.I.P.) COURTLAND, 1942
(F.I.P.) DORY, 1942
(F.I.P.) MAYNARD, 1944
(F.I.P.) BEDLEY, 1944
SOUTHAMPTON FIRE LOOKOUT, 1942
(F.I.P.) ZUNI, 1944
U.S.G.S. Traverse Stations:
Prim. Trav. Sta. No. 11P, 1918
49, 1918 (New U.S.C. & G.S. position for
this station submitted on pick-
ing card.)

DOUBTFULLY IDENTIFIED STATIONS:

none

STATIONS NOT IDENTIFIED:

U.S.G.S. Traverse Stations:
Prim. Trav. Sta. No. 11 - not needed
Prim. Trav. Sta. No. 12 - not found
85, 1918 - not needed

SHEET T-8292

POSITIVELY IDENTIFIED STATIONS:

(F.I.P.) CARRS, 1918
(F.I.P.) GAY, 1944
ZUNI WATER TANK, N. & W. RAILROAD, 1944
U.S.G.S. Traverse Stations:
Prim. Trav. Sta. No. 6, 1918C
39, 1918 (stamped Prim. Trav. Sta. No. 11, 1918C)

DOUBTFULLY IDENTIFIED STATIONS:

U.S.G.S. Traverse Stations:
"U.S.G.S.", 1918

*(F.I.P.) - Field Inspection Point established for this station.

SHEET T-8292 (continued)

STATIONS NOT IDENTIFIED:

U.S.G.S. Traverse Stations:

71, 1918 - mark has been destroyed.

SHEET T-8307

POSITIVELY IDENTIFIED STATIONS:

U.S.G.S. Traverse Stations:

Prim. Trav. Sta. No. 12, 1918C

40, 1918

DOUBTFULLY IDENTIFIED STATIONS:

none

STATIONS NOT IDENTIFIED:

none

SHEET T-8308

POSITIVELY IDENTIFIED STATIONS:

(F.I.P.) IVOR, 1944

(F.I.P.) WAKEFIELD, 1941

WAKEFIELD WATER TANK, MUNICIPAL, 1944

U.S.G.S. Traverse Stations:

79, 1918

Ivor, Prim. Trav. Sta. No. 13, 1918C (new

U.S.C. & G.S. position submitted on picking card.)

DOUBTFULLY IDENTIFIED STATIONS:

none

STATIONS NOT IDENTIFIED:

U.S.G.S. Traverse Stations:

76, 1918

96, 1918

Prim. Trav. Sta. No. 8, 1918

Approved and forwarded by:

Submitted by:

F. L. Gallen

F. L. Gallen
Chief of Party

E. L. Maxwell

E. L. Maxwell
Ensign, C. & G.S.

FIELD EDIT REPORT
TO ACCOMPANY
QUADRANGLE T-8291
PROJECT CS-289B

JUN 23 PM 12:00 Gallen

Chief of Party

5. The designation and elevation of each bench mark appearing on the map manuscript have been checked and verified. The ^{spot level} elevations will be checked by the Washington Office.
14. All roads have been classified according to instructions.
15. Bridges have been classified according to instructions.
16. All buildings added by the field edit party were classified.
46. The field edit was accomplished by visual inspection in the field. All notes were made on an ozalid print of the map manuscript and were transferred to a duplicate ozalid print, the various field edit notes have been inked on the ozalid print using the following color scheme:
- | | |
|--|-------------|
| Deletions | Green |
| Additions, classifications, names, and notes | Black |
| Political sub-divisions | Violet |
| Notes on the discrepancy overlay have been checked off | in red ink. |
47. The compilation is believed to be complete and accurate as shown on the edited ozalid print.
48. Two short planetable traverses were run to test the accuracy of the of the contours in this quadrangle. The traverses were run on a piece of acetate placed over the contour photograph and spot elevations were placed on the acetate. The two sheets of acetate are a part of this report.
- Both traverses were run by Wm. Clark, on single lens photograph No. F.G.-105-37 to test the work of Elliott Gillerman, and on nine lens photograph No. 13022 to test the work of Gordon Bowker. Both tests were satisfactory and indicate that the contours in this quadrangle comply with the national standard map accuracy requirements.

The horizontal accuracy traverse for this quadrangle will be scaled by the Washington Office. *Copy of test comparisons follows in this report.*
for test traverse Gay to Zuni
Test Traverse Berlin to Ivor filed with Desc. Report T-8309.

49. Junctions were made on the north with T-8308, on the east with T-8292, a junction was made on the west with the Vicksville Quadrangle, (Soil Conservation Service). It was necessary to shift the contours in several places but the contours as shown are within the required accuracy.

Submitted by:

William E. Clark

William E. Clark
Sr. Photo. Aid

Approved and forwarded by:

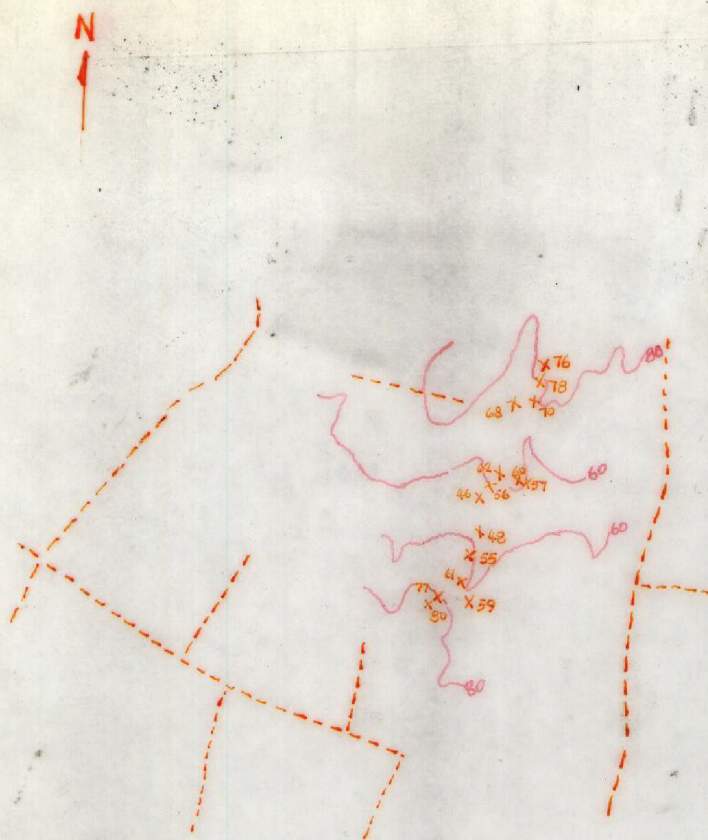
F. L. Gallen

F. L. Gallen
Chief of Party



clearing

VERTICAL ACCURACY TEST
Proj CS 289 B (South) - Quad. T-8291
Contours by Elliott Gillerman
Test by W.M. Clark
May, 1944



VERTICAL ACCURACY TEST

Proj 289 B(South) - Quad. T-8291

Contours by Gordon Bowker

Test by W.M. Clark

May, 1944

⊕ 13022 (Nine lens)

Statement to Accompany Horizontal Accuracy Traverse No. 9.

U. S. G. S. Primary Traverse Station No. 49, 1918, was tied in by a short spur traverse from Horizontal Accuracy Traverse No. 9. The U.S.G.S. mark is set vertically in a brick wall and the original position was probably determined by a spur traverse. The comparative positions are as given below:

| | <u>Latitude</u> | <u>Longitude</u> |
|------------------------|---------------------|--------------------|
| U.S.G.S. position | 36-48-45.0" | 76-53-22.2 |
| U.S.C. & G.S. position | <u>36-48-45.03"</u> | <u>76-53-23.63</u> |
| | + 0.03" | + 1.43" |
| | + 0.9 M | + 35.4 M |

Submitted by

Gilbert R. Fish
Lieut. Comdr., U.S.C. & G. S.

Approved and forwarded by

F. L. Gallan
Chief of Party

HORIZONTAL ACCURACY TEST
PROJECT OS-289 B TRAVERSE LINE NO. 9
QUADRANGLES NOS. T-8291 and T-8292

This test consists of a traverse between triangulation stations GAY, 1944 and ZUNI, 1944. The traverse is 8.7 statute miles long and the closing error is 1.48 meter or 1 part in 9400. The closing error was adjusted through the traverse. 17 test points were computed. In the tabulation the geodetic position from the traverse computations is referred to as T. No. and the scaled position from the map manuscript is referred to as M. No. The "direction of displacement" refers to the direction of the scaled position from the geodetic position.

1 thru 8
 Test points Nos. 1 to 11 are in quadrangle T-8292 and points Nos. 11 to 17 are in quadrangle T-8291.

9 thru 17

TABULATION OF TEST POINTS

| Description of point | Test Point Number | Latitude | Longitude | Displacement in mm | Direction of displacement. |
|----------------------|-------------------|-----------------------|------------------------|--------------------|----------------------------|
| T-road Int. | T-1 | 36-49-929.1 | 76-49-235.1 | .19 | |
| | M-1 | <u>925.3</u> + 3.8 | <u>234.5</u> + 0.6 | | |
| T-road Int. | T-2 | 36-49-721.3 | 76-49-959.2 | | |
| | M-2 | not compiled | | | |
| T-road Int. | T-3 | 36-49-731.8 | 76-49-1410.9 | .51 | |
| | M-3 | <u>725.2</u> + 6.6 | <u>1418.8</u> - 7.9 | | |
| T-road Int. | T-4 | 36-49-537.7 | 76-50-1199.1 | 2.6 | |
| | M-4 | <u>539.9</u> - 2.2 | <u>1203.8</u> - 4.7 | | |
| T-road Int. | T-5 | 36-49-422.5 | 76-51-862.8 | .71 | |
| | M-5 | <u>424.6</u> - 2.1 | <u>876.8</u> - 14.0 | | |
| T-road Int. | T-6 | 36-49-414.5 | 76-51-1196.5 | .10 | |
| | M-6 | <u>413.8</u> + 0.7 | <u>1198.4</u> - 1.9 | | |
| T-road Int. | T-7 | 36-49-419.0 | 76-52-732.4 | .37 | |
| | M-7 | <u>424.9</u> - 5.9 | <u>736.8</u> - 4.4 | | |
| T-road Int. | T-8 | 36-49-663.1 | 76-53-116.5 | .073 | |
| | M-8 | <u>663.5</u> - 0.4 | <u>115.1</u> + 1.4 | | |
| T-road Int. | T-9 | 36-49-98.5 | 76-53-216.3 | 2.6 | |
| | M-9 | <u>103.6</u> - 5.1 | <u>216.2</u> + 0.1 | | |

T-8291

| Description of point | Test Point Number | Latitude | Longitude | Displacement in mm | Direction of displacement. |
|----------------------------------|-------------------|---|---|--------------------|---|
| Center of road and private drive | T-10 M-10 | 36-49+970.0 <u>975.7</u> + 2.3 | 76-52+955.1 <u>958.2</u> - 3.1 | .19 | T 92 29 |
| Y-road Int. | T-11 M-11 | 36-49+1327.1 <u>1322.2</u> + 4.9 | 76-52+715.7 <u>720.4</u> - 4.7 | .34 | T 92 29 |
| Center of road and bridge | T-12 M-12 | 36-50+124.2 <u>128.4</u> - 4.2 | 76-52+1129.2 <u>1133.6</u> - 4.4 | .30 | T 92 29 |
| T-road Int. | T-13 M-13 | 36-50+965.8 <u>967.5</u> - 1.7 | 76-53+378.9 <u>375.2</u> + 3.7 | .20 | T 92 29 |
| T-road Int. | T-14 M-14 | 36-50+1417.8 <u>1419.4</u> - 1.6 | 76-53+863.4 <u>868.6</u> - 5.2 | .08 | |
| Center of road | T-15 M-15 | 36-50+1769.0 <u>1771.1</u> - 2.1 | 76-53+1306.5 <u>1307.2</u> - 0.7 | | This point plots 0.28 mm from & off main road |
| T-road Int. | T-16 M-16 | 36-51+538.4 <u>548.4</u> - 10.0 1101.1 | 76-54+252.8 <u>254.6</u> - 1.8 223.4 | .51 | |
| X-road Int. | T-17 M-17 | 36-51+1098.3 <u>1101.1</u> - 2.8 | 76-54+439.7 <u>440.2</u> - 0.5 | .14 | |

Submitted by

G. R. Fish
Lieut. Comdr., U.S.C. & G.S.

Approved and forwarded by

F. L. Gallen
Chief of Party

Statement to accompany Horizontal Accuracy Traverse No. 10.

U.S.G.S. Primary Traverse Station No. 13, 1918, was tied in by a short spur traverse from Horizontal Accuracy Traverse No. 10. The results of the tie are given below.

found with descriptive report 7-9308

| | <u>Latitude</u> | <u>Longitude</u> |
|------------------------|--------------------|--------------------|
| U.S.G.S. position | 36-54-13.0 | 76-53-59.9 |
| U.S.C. & G.S. position | <u>36-54-13.11</u> | <u>76-54-00.62</u> |
| | + 0.11 | + 0.72 |
| | + 3.4 M | +17.8 M |

Submitted by

Gilbert R. Fish
Gilbert R. Fish
Lieut. Comdr., U.S.C. & G.S.

Approved and forwarded by

F. L. Gallen

F. L. Gallen
Chief of Party

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, ~~march,~~ 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 celluloid manuscript.

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-8291

SEDLEY 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

A horizontal accuracy test was run in this area and found to be satisfactory. The test is enclosed in this Descriptive Report.

A vertical accuracy test was run in this area and found to be satisfactory. See the Field Edit Report, item 48, in this Des. 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.

There are no previous topographic surveys in this area.

Comparison with Nautical Charts Nos.

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 is an inland sheet.

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

Only changes of a minor nature were necessary during the review of this map manuscript.

Reviewed Sept. 29, 1944 By Mary M. Walden
under direction of D. H. Benson (per D.M.)

Inspected by B. G. Jones

B.G. Jones 6/46

Examined and approved:

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

~~Chief, Topography Section~~

Robert W. Knud
Chief, Div. of Charts
Nautical Chart Branch
Raymond P. Gorman
Chief, Div. of Coastal
Surveys