

Original

8295

Diag. on Diag. Ch. No. 78-3

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Air Photographic Topographic

Field No. Office No. T-8295

LOCALITY

State Virginia

General locality Norfolk County
Hamsemond County

Locality Sunray

194 4

CHIEF OF PARTY
FL. Gallen and
Fred. L. Peacock

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DATE

B-1870-1 (1)++

DATA RECORD

T- 8295

Quadrangle (II): 7½ minute

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, 1944Copy filed in Descriptive
Report No. T- (VI)

Completed survey received in office: 5/16/44

Reported to Nautical Chart Section: 5/17/44

Reviewed: 6/6/44

Applied to chart No.

Date:

Redrafting Completed: 7/27/44

Registered: 6/46

Published:

Compilation Scale: 1:20,000

Published Scale:

Scale Factor (III): None

Geographic Datum (III): N. A. 1927

Datum Plane (III): Mean Sea Level

Reference Station (III): ALGREN, 1918

Lat.: 36° 46' 956.7m

Long.: 76° 26' 1236.3m

Adjusted
~~Unadjusted~~

State Plane Coordinates (VI):

None

X =

Y =

Military Grid Zone (VI)

A and
Special Harbor Defense Grid

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
12637 to 12640	11/28/42	1:53 P.M.	1:20,000	2.7 ft. above M.L.W.
12694	"	3:18 P.M.	"	1.6 " " "
12696 to 12698	"	3:24 P.M.	"	3.0 " " "

Predicted tables, Reference Station, Hampton Roads (Naval Base), Va.
Tide from (III); with corrections for Portsmouth (Naval Base) Elizabeth River,
Va., and with corrections for Hollidays Pt. (Bridge) Nansemond River, Va.
Mean Range: 3.0 ft. Spring Range: 3.6 ft.

Camera: (Kind or source) U.S. Coast & Geodetic Survey nine lens camera
(focal length $8\frac{1}{4}$ inches)

Field Inspection by: L. Levin, K.B. Roche, date: Nov.-Dec. 1943
L.L. Miller
Contouring by: L. Levin " " "

Field Edit by: date:

Date of Mean High Water Line Location (III): Same as date of nine lens photographs

Projection and Grids ruled by (III) P.J.H. - J.T.B. date: 2/22/44

" " " checked by: B.R.C. - L.V.E. date: 2/23/44

Control plotted by: S. Mittleman date: 3/7/44

Control checked by: R. Rudolph date: 3/8/44

Radial Plot by: Joseph Steinberg & J. Edward Deal, Jr. date: 3/22 to 3/24/44

Detailed by: D. L. Greene date: 3/28 to 5/11/44

Reviewed in compilation office by: H. R. Brooks date: 5/11 to 5/12/44

Elevations on Field Edit Sheet
checked by: *J. H. Stewart*

date: 6/7/44

STATISTICS (III)

Land Area (Sq. Statute Miles); 58

Shoreline (More than 200 meters to opposite shore); 10 Statute Miles

Shoreline (Less than 200 meters to opposite shore); 22 Statute Miles

Number of Recoverable Topographic Stations established; 15
(8 of which are bench marks)

Number of Temporary Hydrographic Stations located by radial plot;

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 A, 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-8295
PROJECT 289-A (SOUTH)
F.L. Gallen Chief of Party

1. The area covered by this quadrangle lies within Norfolk and Henric Counties, Virginia, the county line running approximately north and south through the center of the quadrangle. The northern tip of the Dismal Swamp, which extends south for many miles, covers the southern part of the area. The remainder of the quadrangle consists mainly of cultivated fields and a few scattered wooded areas. Churchland is the largest village in the area and in addition there are a few scattered settlements.

The drainage is in three directions, Dismal Swamp occupies some of the highest land in the area, the land being flat and poorly drained. From the edge of the swamp the drainage is eastward into the Western Branch of the Elizabeth River, northward to the James River, and westward to the Nansemond River, all three streams being tidal streams within the limits of the quadrangle. There is a small bluff along the rivers. The maximum elevation is approximately 25 feet.

There are numerous good highways. U.S. Highways Nos. 58 and 460, which are combined through part of the area, have four lanes. Five railway systems have tracks through the area, the Dismal Swamp to the south funneling the roadbeds near the James River in order to reach a deep water port at Portsmouth or Norfolk a short distance to the east.

2. The field inspection of the area is believed to be complete. Much of the area was field inspected by a separate two man party due to the wide distance between contours.

The field inspection of the outer edges of the Dismal Swamp was not difficult but the underbrush becomes more dense farther from the edges and the center of the swamp was classified from local information. It was found that while the outer edge of the swamp can be called Low Ground the center of the swamp would more closely be called a swamp even though parts of it are probably firm ground.

3. The photographs are typical for the area and no special information need be given.

4. A separate ACCURACY OF IDENTIFICATION REPORT will be submitted for The Radial Plot covering this quadrangle. All horizontal control stations in the quadrangle have been searched for.

5. Levels were run by a separate four man party using a wye level and topo rods and elevations were left at the center of the road at points identifiable on the photographs. Many of these points are marked on the ground; along paved roads by paint and along dirt roads by stakes with nail marks at the side of the road. A dot of ink marks the point on the photograph. Some points that could not be located by the level party were not marked with ink dots. Most of the levels were run on separate photographs from those used for Contouring and field inspection.

Blue ink identifies the original location of the lines and all transferred elevations are in black ink.

Level lines closing within one foot were accepted. No adjustment was made for closures less than 0.3 foot. All adjustments were straight line adjustments using the number of elevations placed on the ground as the argument.

All original locations of bench marks are in blue ink and are the positions to be shown on the map manuscript. All transferred positions are in black ink.

6. All contouring was done on nine lens photographs. Several single lens prints were furnished but were not used due to the flatness of the terrain.

The contouring was done by a four man party using standard Coast and Geodetic Survey equipment. A magnetic meridian was placed on each photograph and used for orientation in places where local orientation was not available, woods, etc. Only short planetable traverses were run and closures were negligible.

Stream lines had been delineated on the photographs by the Washington Office, white ink being used to show the streams. The streams were classified and where possible the positions were checked in the field with the planetable.

There is some doubt about the manner in which the contours along U.S. Highway 460 in the southwestern part of the quadrangle should be shown (see Photograph 12698). The highway apparently cuts off a curve of a small stream and the ditch along the north side of the highway substitutes for the original stream bed. It is necessary to show this section of the ditch as part of the stream and since the adjoining sections of the ditch are of equal size they have been shown within the contour.

7. The mean High Water Line has been shown on the photographs. Most of the shoreline was inspected by the party recovering horizontal control and the part not inspected by this party was inspected by the topographer and shown on the contour photographs.

8. The Low Water Line has been shown where possible by the field inspection party. There are no large areas of marsh or land bare at low water in this quadrangle.

9. Wharves and Shoreline Structures have been shown by the party inspecting the shoreline.

10. Any notes pertaining to details offshore from the high water line have been made on the photographs.

11. No Landmarks or Aids to Navigation were located in this quadrangle.

12. Hydrographic and Topographic stations have been located by the party recovering horizontal control where the spacing of the triangulation stations is beyond the limits specified in the instructions.

13. There are no landing fields in this quadrangle. The elevated tank at Belleville has been picked on Contour Photograph 12639 as an Aeronautical Aid.

14. Roads have been classified according to the instructions issued by the Army War College, Washington, D. C. The widths of all roads over 40 feet wide have been shown.

15. Bridges will be classified by the field edit party. Culverts have been indicated where they form a part of a drainage system.

16. All buildings to be shown on the map manuscript have been indicated on the photographs, either by circling and labelling or by blocking in according to the color scheme shown below. All public buildings have been labelled.

Red - Dwellings
Blue - Public Buildings
Violet - Stores
Green - Barns.

X 17. The Norfolk-Hansemond County line has not been shown on the photograph. Several points have been picked on the photographs but these points are the center line of the highway opposite historical plaques along the side of the road and are not true monuments. Near the south boundary of the quadrangle the U.S.G.S. in 1938 determined a traverse position for the center line of the Norfolk and Western track opposite some county line markers and this information has been indicated on the photograph for the area. No information can be secured from either county seat concerning this boundary line. Information obtained at Portsmouth indicates that the line may have been run at one time but the records were destroyed when the courthouse at Suffolk was burned in 1864. The State Highway Department will be contacted as a possible source of information.

The boundaries of political subdivisions will be added to the map manuscript.

18. The Geographic names for this quadrangle will be the subject of a special report by A.J. Wraight.

Approved and forwarded,



F.L. Gallen
Chief of Party

Submitted by,



Louis Levin
Photogrammetric Aid.

26 CONTROL:

The Field Party recovered and identified on the nine lens field photographs 11 horizontal control stations. Those falling within the limits of the Map Manuscript are:

ALGREN, 1918	
SUNRAY, 1918	
P.T.S. NO. 13, 1918 (U.S.G.S.)	* This station was reset by the Va. Highway Engineers and no distance and azimuth were reported to U.S.G.S. (Mr. Gordon) from plate orientation. This station could not have been used in the radial plot, and is now deleted from the acetate.
WAR (U.S.E.D.), 1929	
WAY " 1929	
WEH " 1929	
LASSITER, 1932	

June 2, 1944, G.E. Wiley
Asst. Carl. Eng.

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

BRADFORD, 1934
BRADFORD HO. CUPOLA, 1934
NANSEWOND RIVER BRIDGE E. TOWER, 1934
MAYS, 1934

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

All* of the above horizontal control stations 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 the Main Radial Plot No. 2, Project C.S. 289, the descriptive report for which was included in the descriptive report of the Map Manuscript for Survey No. T-8304, which was submitted to the Washington Office on May 5, 1944.

28 DETAILING:

The field inspection data furnished the Compilation Office was satisfactory. Most of the data was first transferred to the nine lens office photographs and then

28 DETAILING: (Continued)

detailed. In some instances it was found to be more advantageous to detail directly from the field photographs. Detail points were pricked on the field photographs before this was attempted. Drainage data was verified by stereoscopic examination of the photographs and then detailed.

The Compilation Office was furnished the following plans to aid in detailing this Map Manuscript:

Paper tracing	Park Manor	Scale 1" equals 100'
Paper tracing	Portsmouth Heights	" 1" " 100'

All drainage wide enough to show both shores to advantage has been shown in black acid ink. All other drainage has been shown by a single line in blue acid ink.

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

29 SUPPLEMENTAL DATA:

The following previous surveys made by the U. S. Coast & Geodetic Survey cover portions or all of the area of this Map Manuscript. They are:

Survey No.	Date	Scale
T-505	1851	1:20,000
T-1353	1874	1:10,000
T-1332	1873-1910	"
T-1897	1883	"
H-3039	1909	"
T-6422a	1934	"

None of the above were available to the Compilation Office.

The two paper tracings mentioned in Paragraph 28 were furnished the Compilation Office by the Field Party.

30 MEAN HIGH-WATER LINE:

The stage of tide of all photographs used in the process of detailing this Map Manuscript was computed and found to be just below Mean High-Water. The High-Water Line was delineated from stereoscopic examination of the photographs with the aid of field inspection data.

31 LOW-WATER AND SHOAL LINES:

Approximate Low-Water and shoal lines were not indicated by field inspection data and none were visible on the photographs.

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

There were no details offshore from the High-Water Line indicated by field inspection data and none were visible on the photographs.

33 WHARVES AND SHORELINE STRUCTURES:

All wharves and other shoreline structures were indicated by field inspection data and have been detailed accordingly.

34 LANDMARKS AND AIDS TO NAVIGATION:

There are no landmarks recommended and no fixed aids to navigation within the limits of this Map Manuscript.

35 HYDROGRAPHIC CONTROL:

Fifteen recoverable topographic stations were established by radial intersections within the limits of this Map Manuscript. The following are suitable for partial hydrographic control, as long as they remain in position:

EAS, 1943
FAN, 1943
HOD, 1943
OPE, 1943
RED, 1943
TOP, 1943

35 HYDROGRAPHIC CONTROL: (Continued)

The following recoverable topographic stations are not believed suitable for hydrographic control. They are:

IND, 1943
BOONE (U.S.G.S.), 1943 B.M.
PTS 11 B.M.
TT-26-T, 1938 B.M.
V-282, B.M.
W-282, B.M.
X-282, B.M.
Y-282, B.M.
Z-282, B.M.

Form 524 is being submitted for each of the above 15 stations.

36 LANDING FIELDS AND AERONAUTICAL AIDS:

There are no landing fields within the limits of this Map Manuscript. The Field Party has recommended, as an Aeronautical Aid the ELEVATED TANK at BELLEVILLE, VA., and the Form 567 partially executed by the Field Party has been completed by the Compilation Office and is being submitted. This station was also recommended by the Field Party as the recoverable topographic station "IND, 1943."

37 DISCREPANCY OVERLAY:

A discrepancy overlay has been prepared to accompany this Map Manuscript. On it are notes recommending investigation during the field edit, of doubtful points of detail. Notes believed to be of assistance during the field edit, have also been included. A set of general notes is included to aid in the interpretation of 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.

38 GEOGRAPHIC NAMES: (Continued)

Geological Survey Newport News, 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.

40 RECOMMENDATIONS FOR FUTURE SURVEYS:

The planimetry, as presented on this Map Manuscript is believed to be complete, but is subject to corrections, additions and deletions at the time of the field edit.

41 JUNCTIONS:

The following satisfactory junctions have been made:

To the North with Map Manuscript for Survey No. T-8304
To the West with Map Manuscript for Survey No. T-8294
To the East with Map Manuscript for Survey No. T-8296

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

42 REMARKS:

The description of the area, covered by this Map Manuscript, as prepared in the Field Report, is adequate.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Due to scale difference only a visual comparison could conveniently be made with the U. S. Geological Survey Newport News, 15 minute quadrangle. Three railroads are not

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES: (Continued)

shown on the Map Manuscript which appear on the U. S. Geological Survey quadrangle. They cannot be seen on the photographs. They are:

Southern R.R. running East and West and spur into
Dismal Swamp
R.R. paralleling U.S. Hwy.No. 17 in N.E. corner of
Map Manuscript
Atlantic Coast Line spur in N. Central portion of
Map Manuscript

Appropriate notes have been made on the discrepancy overlay calling attention to the above.

45 COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with the following nautical charts:

No. 529	Scale 1:40,000
No. 452	" 1:20,000
No. 1222	" 1:80,000
No. 1227	" 1:80,000

Common topographic features were in good agreement.

Respectfully submitted:
May 15, 1944

D. L. Greene
D. L. Greene
Asst. Photogrammetric Engineer

Map Manuscript, Discrepancy
Overlay and Descriptive Report
Reviewed by:

Harold R. Brooks
Harold R. Brooks
Sr. Engineering Aid

Compilation of Map Manuscript
Supervised by:

Joseph Steinberg
Joseph Steinberg
Asst. Photogrammetric Engineer

and

J. Edward Deal, Jr.
J. Edward Deal, Jr.
Asst. Photogrammetric Engineer

Approved and Forwarded:

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

FIELD EDIT REPORT
TO ACCOMPANY
QUADRANGLE T-8295
PROJECT CS 289 A-1
F. L. Gallen Chief of Party

2. No additional information could be obtained about the limits of Dismal Swamp other than that previously reported in the Field Inspection Report. Due to the flatness of the land the drainage is poor and the land varies from firm to wet and soft according to the weather. It is believed that the approximate limits as shown on the discrepancy overlay are as satisfactory as any limits that could be obtained in the field.
5. The designation and elevation of each bench mark has been checked with the exception of U.S.G.S. T.T. 262. On recovering this mark in the field it was found that the disk is marked "RESET 1939" and no record of the new elevation is available to the field party. The bench mark was picked on the photograph and the map manuscript position is correct for the present location of the mark, but the mark should no longer be considered a traverse station.

The fly-level elevations are to be checked by the Washington Office.

17. Three county boundary markers previously located on the photographs but not shown on the map manuscript were relocated by the field edit party. (It is not possible to check the present location of these markers by the discrepancy overlay due to distortion and erratic locations on the acetate). The Nansemond-Norfolk County boundary as shown on the County Maps published by the State Highway Department of Virginia was then plotted through these points. The northern part of the boundary checks reasonably well but there is a discrepancy at the southern edge of the quadrangle. If the inked boundary line is prolonged south to the North Carolina boundary it does not make a junction with the boundary line at the place shown on the County Map. The penciled boundary line shown running south from Latitude 36-49 will make a correct junction with the North Carolina State boundary although it does not pass through the position of the highway marker along U. S. Highways Nos. 58 and 460 at Latitude 36-45, but it will make a correct junction with the North Carolina State boundary.

All possible sources of information were contacted concerning this boundary but the only information obtained was to the effect that existing maps are source material for the boundary.

A blue print of an old property survey is being submitted with this report for the Naval Air Station Dive Bombing Target in the vicinity of Latitude 36-47, Longitude 76-27. The target constructed on the ground is about where the letter "C" is placed on the map manuscript and the limits of the area were fitted to the tree lines as thought advisable. None of the points on the original land survey were recoverable.

46. The field edit was accomplished by visual inspection in the field making all corrections directly on a copy of the map manuscript. All bridges have been classified according to instructions. The various field edit notes have been inked on the ozalid copy of the compilation according to the following color scheme:

Additions Black
Deletions Green
Drainage Blue
Contours Brown
Political districts 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 field edited ozalid copy.

48. One test was made to determine the accuracy of the contours in this quadrangle. The land is flat and the contours widely spaced and the test consisted of running the contours five feet either side of the regular twenty foot contour in the area with a maximum slope. The test contours were placed on a photograph used for fly-leveling or the location of horizontal control and the regular contours from the contour photograph were tested by placing a tracing of the regular contours over the test contours.

The test contours were run by Gordon Bowker on Photograph No. 12696 and tested the work of Louis Levin on the contour photograph of the same number. The results of the test were satisfactory and indicate that the contours in this quadrangle comply with the national standard map accuracy requirements.

The horizontal accuracy test in this quadrangle will be scaled by the Washington Office.

49. The junction with quadrangle T-8304 on the north has been checked. The other junctions will be checked at the time the adjoining quadrangles are field edited.

Submitted by:

Kenneth F. Phelps per S.A.G.

Kenneth F. Phelps
Sr. Photo. Aid

Applied and forwarded by:

F. L. Gallen

F. L. Gallen
Chief of Party

HORIZONTAL ACCURACY TEST
PROJECT CS 289 A-1 (South) TRAVERSE LINE NO. 2
QUADRANGLES T-8295 & T-8304

This test consists of a traverse between triangulation stations LASSITER, 1932 and CRANE, 1940. The traverse is 9.2 statute miles long and the closing error is 0.67 meter or 1 part in 22,000. The closing error was adjusted through the traverse. 19 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.

Points Nos. 1 to 14 are in quadrangle T-8296 and points Nos. 15 to 19 are in T-8304.

TABULATION OF TEST POINTS

Description of point	Test Point Number	Latitude	Longitude	Displacement in mm	Direction of displacement.
Centerline of Highway and Railroad	T-1	36-49+982.6	76-27+1340.4		
	M-1	49.13 <u>49.15</u> + .02	67.02 <u>67.5</u> + .48		48
T-road Int.	T-2	36-49+1673.5	76-27+1300.5		} Not identified
	M-2	83.68	65.03		
Centerline of Highway and Railroad	T-3	36-50+530.4	76-27+1180.5		
	M-3	26.52 <u>26.55</u> + .03	59.03 <u>59.5</u> + .47		47
T-road Int.	T-4	36-50+639.5	76-27+1164.1		
	M-4	31.98 <u>31.8</u> + .18	58.21 <u>58.75</u> + .54		57
Y-road Int.	T-5	36-51+91.28	76-27+995.4		
	M-5	4.56 <u>4.55</u> + .01	49.77 <u>49.65</u> + .12		12
X-road Int.	T-6	36-51+1345.8	76-27+1343.7		
	M-6	67.19 <u>67.4</u> + .21	67.19 <u>67.35</u> + .16		26
X-road Int.	T-7	36-51+1350.0	76-27+688.9		
	M-7	68.00 <u>68.0</u> + .0	34.45 <u>34.7</u> + .25		25
T-road Int.	T-8	36-51+1447.2	76-26+825.0		
	M-8	72.36 <u>72.1</u> + .26	41.50 <u>41.5</u> + .0	1029.9 25m 51.50 <u>51.25</u> + .25	36

Description of point	Test Point Number	Latitude	Longitude	Displacement in mm	Direction of displacement.
X-road Int.	T-9	36-51+1669.2	76-26+237.7		
	M-9	$\begin{array}{r} 83.46 \\ +.14 \\ \hline 83.60 \end{array}$	$\begin{array}{r} 11.89 \\ 11.85 \\ \hline -.04 \end{array}$.15
T-road Int.	T-10	36-51+1709.3	76-24+1173.4		
	T-10	$\begin{array}{r} 85.47 \\ +.07 \\ \hline 85.54 \end{array}$	$\begin{array}{r} 58.67 \\ 58.71 \\ \hline -.04 \end{array}$.08
T-road Int.	T-11	36-51+1733.9	76-23+1016.0		
	M-11	$\begin{array}{r} 86.70 \\ +.07 \\ \hline 86.77 \end{array}$	$\begin{array}{r} 24 + 515.3 \\ 25.77 \\ \hline 25.43 \end{array}$.68
T-road Int.	T-12	36-51+1690.3	76-23+1459.4		
	M-12	$\begin{array}{r} 84.52 \\ +.17 \\ \hline 84.69 \end{array}$	$\begin{array}{r} 72.97 \\ 73.25 \\ \hline -.28 \end{array}$.33
T-road Int.	T-13	36-52+553.7	76-24+182.7		
	M-13	$\begin{array}{r} 27.69 \\ +.01 \\ \hline 27.70 \end{array}$	$\begin{array}{r} 9.14 \\ 8.9 \\ \hline -.24 \end{array}$.24
Centerline of Highway and Railroad	T-14	36-52+787.5	76-24+45.8		
	M-14	$\begin{array}{r} 39.38 \\ +.08 \\ \hline 39.46 \end{array}$	$\begin{array}{r} 2.29 \\ 1.85 \\ \hline -.44 \end{array}$.45
T-road Int.	T-15	36-52+1668.6	76-23+670.7		
	M-15	$\begin{array}{r} 83.43 \\ +.03 \\ \hline 83.46 \end{array}$	$\begin{array}{r} 33.54 \\ 33.72 \\ \hline -.18 \end{array}$.21
T-road Int.	T-16	36-53+207.1	76-23+772.5		
	M-16	$\begin{array}{r} 103.6 \\ +.04 \\ \hline 103.64 \end{array}$	$\begin{array}{r} 33.63 \\ 33.60 \\ \hline .03 \end{array}$.05
T-road Int.	T-17	36-53+576.2	76-23+670.3		
	M-17	$\begin{array}{r} 28.81 \\ +.09 \\ \hline 28.90 \end{array}$	$\begin{array}{r} 33.52 \\ 33.55 \\ \hline -.03 \end{array}$.29
T-road Int.	T-18	36-53+660.9	76-23+267.1		
	M-18	$\begin{array}{r} 33.05 \\ +.10 \\ \hline 33.15 \end{array}$	$\begin{array}{r} 13.36 \\ 13.76 \\ \hline -.40 \end{array}$.28
T-road Int.	T-19	36-53+974.0	76-23+270.9		
	M-19	$\begin{array}{r} 48.70 \\ +.30 \\ \hline 49.00 \end{array}$	$\begin{array}{r} 13.55 \\ 13.8 \\ \hline -.25 \end{array}$.39
			Submitted by		

G. R. Fish

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

Approved and forwarded by

F. L. Gallen

F. L. Gallen
Chief of Party

GEOGRAPHIC NAMES

Undisputed

~~Algren~~
~~Atlantic Coast Line (R.R.)~~
~~Bailey Creek~~
~~Belleville~~
~~Bennett Creek~~
~~Bennett Creek (town)~~
~~Boone~~
~~Bruce~~
~~Churchland~~
~~Deanes~~
~~Deanes Branch~~
~~Dismal Swamp~~
~~Drum Point~~
~~Drum Point Creek~~
~~Duck Road~~
~~Goose Creek~~
~~Green Acres~~
~~Hodges Ferry~~
~~Hodges Ferry Bridge~~
~~Huntersville~~

~~Jolliff Road~~
~~Jolliff School~~
~~Knotts Neck~~
~~Knotts Neck Road~~
~~Myers~~
~~Nansemond Co.~~
~~Norfolk and Western (R.R.)~~
~~Norfolk Co.~~
~~Pughs Road~~
~~Pughsville~~
~~Quaker Neck~~
~~Quaker Neck Creek~~
~~Seaboard Air Line(R.R.)~~
~~Shoulders Hill~~
~~Southern (R.R.)~~
~~Sterns Creek~~
~~Sunray~~
~~Swing Bridge~~
~~Taylor Road~~
~~Virginian (R.R.)~~
~~Western Branch~~
~~(Elizabeth River)~~

GEOGRAPHIC NAMES

Recommended

Bowers Hill
✓ Krozierville
✓ Knotts Creek

New Suffolk Road
Old Suffolk Road

Disputed

Bowers
Krozierville
North Creek
(Air Line Road
(Bowers Road
Suffolk Road

1-8295

1

Decisions

Remarks

1	USGB	
2		
3		
4		
5		
6		
7		
8	Relay Guide	
9	"	
10	"	
11	"	
12	"	
13	Road Maps	
14	"	
15	"	
16	"	
17	368763	
18	367763-764	
19	"	
20	"	
21	"	
22	"	
23	"	Pending with USGB
24	368763	
25	"	
26	"	
27	"	
M 234		

GEOGRAPHIC NAMES

Survey No. T-3295

BOWERS HILL

1	Name on Survey	A	B	C	D	E	F	G	H	K
	Virginia ✓	✓								1
	Norfolk County ✓	✓								2
	Nansemond County ✓	✓								3
	Deep Creek District ✓	(Norfolk Co.)								4
	Western Branch Point ✓	District (another field edit sheet had only Western Branch District)								5
	Cypress District ✓	(Nansemond Co.)								6
	Sleepy Hole District ✓	"								7
	Norfolk & Western Ry ✓	✓								8
	Virginian Ry ✓	✓								9
	Seaboard Air Line Ry ✓	✓								10
	Southern Ry ✓	✓								11
	Atlantic Coast Line R.R. ✓	✓								12
	U.S. No. 17 ✓	✓								13
	U.S. No. 58/460 ✓	✓								14
	U.S. 460/Va. No. 13 ✓	✓								15
	Va. Nos. 191, 337 ✓	✓								16
	Western Branch ✓	✓								17
	Bowers Hill ✓	✓								18
	Dismal Swamp ✓	✓								19
	Sunray ✓	✓								20
	Algren ✓	✓								21
	Goore Creek ✓	✓								22
	New Suffolk Road ✓	✓								23
	Hodges Ferry Bridge ✓	✓								24
	Drum Point ✓	✓								25
	Drum Point Creek ✓	✓								26
	Bruce ✓	✓								27

Remarks

Decisions

1		368763
2		368764
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		"
11		"
12		"
13		"
14	Pending with USGB	"
15		"
16		"
17		"
18		"
19		"
20		"
21		"
22		"
23		"
24		"
25		"
26	Pending with USGB	"
27		" USGB

GEOGRAPHIC NAMES

Survey No. T-8295

GEOGRAPHIC NAMES											
Survey No. T-8295											
		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		
2	Name on Survey	A	B	C	D	E	F	G	H	K	
	<u>Sterns Creek</u> ✓	✓									1
	<u>Churchland</u> ✓	✓									2
	<u>Crozierville</u> ✓	✓									3
	<u>Myers</u> ✓	✓									4
	<u>Boone</u> ✓	✓									5
	<u>Green Acres</u> ✓	✓									6
	<u>Taylor Road</u> ✓	✓									7
	<u>Hodges Ferry</u> ✓	✓									8
	<u>Duck Road</u> ✓	✓									9
	<u>Swing Bridge</u> ✓	✓									10
	<u>Bailey Creek</u> ✓	✓									11
	<u>Jolliff School</u> ✓	✓									12
	<u>Jolliff Road</u> ✓	✓									13
	<u>Old Sufflok Road</u> ✓	✓									14
	<u>Shoulders Hill</u> ✓	✓									15
	<u>Quaker Neck</u> ✓	✓									16
	<u>Quaker Neck Creek</u> ✓	✓									17
	<u>Deanes</u> ✓	✓									18
	<u>Deanes Creek Branch</u> ✓	✓									19
	<u>Knotts Neck</u> ✓	✓									20
	<u>Knotts Neck Road</u> ✓	✓									21
	<u>Pughsville</u> ✓	✓									22
	<u>Pughs Road</u> ✓	✓									23
	<u>Belleville</u> ✓	✓									24
	<u>Huntersville</u> ✓	✓									25
	<u>Knotts Creek</u> ✓	✓									26
	<u>Bennett Creek</u> ✓ (stream)	✓									27

M 234

Remarks

Decisions

1		368764
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GEOGRAPHIC NAMES

Survey No.

T-8295

3	Name on Survey	A	B	C	D	E	F	G	H	K	
	Bennett Creek ✓			(settlement)							1
	Wangemond River ✓			(small section of it here)							2
											3
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											26
											27

Names underlined in red approved
by L. Heckon 6/7/44

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.

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-8295

BOWERS HILL 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 quadrangle and found to be satisfactory. See the files in the Division of Photogrammetry.

A vertical accuracy test was run in this quadrangle and found to be satisfactory. See Item 48 in the Field Edit Report enclosed in this
Descriptive Report.

Previous Surveys

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

There are no previous topographic surveys in this area.

Comparison with Nautical Charts Nos. 452, 529, 1222, 1227.

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 details of T-8295 are complete and adequate for chart correction.

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 June 7, 1944 By John H. Stewart
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. Lewis
Chief, Div. of Charts
Nautical Chart Branch
Harmon R. Egan
Chief, Div. of Coastal
Surveys

NAUTICAL CHARTS BRANCH

SURVEY NO. T-8295

Reviewed 6-7-44

Record of Application to Charts

[illegible]

M-216B-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.