

8367

2938

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
<i>Project 290-B</i>	
Type of Survey	<i>Topographic</i>
Field No. <i>T-8367</i>	Office No.
LOCALITY	
State	<i>Florida</i>
General locality	<i>Tampa Bay</i>
Locality	<i>Plant City Socrum</i>
<u>1943</u>	
CHIEF OF PARTY	
<i>Ray L. Schoppe - Field</i>	
<i>Kenneth G. Crosby - Compilation</i>	
LIBRARY & ARCHIVES	
DATE	<i>Jan 8 - 1945</i>

DATA RECORD

T- 8367

Quadrangle (II): ~~Clay Center~~ ^{Socrum}Project No. (II): ^{CS} 290-B

Field Office: Tampa, Florida Chief of Party: Ray L. Schoppe

Compilation Office: Tampa, Fla. Chief of Party: K. G. Crosby

Instructions dated (II III):

11/16/43
2Copy filed in Descriptive
Report No. T- (VI)
Div. Photogram. Office Files

Completed survey received in office: 23 Nov. 1943

Reported to Nautical Chart Section: ✓

Reviewed: 2/16/44

Applied to chart No. ^{no chart}

Date:

Redrafting Completed:

Registered: ~~18~~ Dec. 1947

Published: 1944

Compilation Scale: 1:20,000

Published Scale: 1:31680

Scale Factor (III): 1.00

Geographic Datum (III): N.A. 1927 Datum Plane (III): M.S.L. 1929

Reference Station (III): V 2, 1943

Lat.: 28°10'44" 809(1379.4m) Long.: 82°01'06" 411(174.9m) ^{unadjusted}
~~unadjusted~~ ^{Adjusted}

State Plane Coordinates (VI): Fla. West zone

X =

Y =

Plane coordinates not
available in Wash. office.
2/17/44Military Grid Zone (VI) ^B

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
11810	11-13-42	12:10	1:20,000	Inshore sheet
11811	"	12:11		
11812	"	12:12		

Tide from (III): --

Mean Range: --

Spring Range: --

Camera: (Kind or source) USC&GS 9 lens

Field Inspection by: H.R.Cravat, Jr. Topo. Engr. date: May 1943

Field Edit by: George E. Varnedoe date: Jan. 1944

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

Projection and Grids ruled by (III) B.R.C.&F.E.B. date: 4/21/43

" " " checked by: " " date: 4/21/43

Control plotted by: B.R.Finch, Jr. Engr. Drafts. date: 8/13/43

Control checked by: H.W.Thune, Jr. Photo. Engr. date: 8/13/43

Radial Plot by: Tampa Office Personnel date: 8/19/43

Detailed by: I.R.Roberts, Jr. Engr. Drafts. date: Sept.-
Oct. 1943

Reviewed in compilation office by: J.A.Giles, Asst. Photo. Engr.
J.H.S.Billmyer Asst. Photo. Engr. date: Nov. 1943

Elevations on Field Edit Sheet N.S.Allen
checked by: date: 1/28/44

STATISTICS (III)

Land Area (Sq. Statute Miles): 56.94 sq. miles

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

Shoreline (Less than 200 meters to opposite shore): 4.5 Miles

Number of Recoverable Topographic Stations established: None

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:

Declination 2° 40' East

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

- 7-8367

This quadrangle, together with similar adjoining maps produced under Project C.S. 29013, 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 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 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.

DESCRIPTIVE REPORT

PROJECT CS 290 B QUADRANGLE T - 8367

1. DESCRIPTION OF THE AREA.

The area is a 7 1/2 minute quadrangle bounded as follows: on the west, by longitude 82° 07' 30"; on the north, by latitude 28° 15' 00"; on the east, by longitude 82° 00' 00"; and on the south, by latitude 82° 07' 30".

The northern portion of the area is relatively smooth with a gradual rise in elevation ~~away~~^{away} from the Hillsborough River and Blackwater Creek drainages. In this vicinity the elevations range from 80 feet above mean sea level to slightly over 100 feet above mean sea level.

Numerous small cypress swamps cover the northern and western portions of the quadrangle. This area is given to grazing and the population is very sparse.

The southern and eastern portion of the quadrangle is much more irregular; the elevations range from about 100 feet above mean sea level to over 220 feet above mean sea level.

Here is found the divide between the Hillsborough River drainage and the lakes to the south east. There are many fine farms and citrus groves on the divide and all are readily accessible by a network of good roads.

2. COMPLETENESS OF FIELD INSPECTION.

The field inspection for the clarification and classification of details on the photographs was completed at the time of contouring, with the exception of bridge inspection.

There are no major power lines carried on prominent steel towers nor less important transmission lines to show cutting across country.

3. INTERPRETATION OF THE PHOTOGRAPHS.

Deciduous trees appear on the photos in the darkest tones and, where they are sparse, due to their shadows, look like ink spots, approximately 1/16-inch in diameter.

The evergreens have a lighter tone and, where they are sparse, look like a very small elongated dot.

In the lightly wooded areas where the photograph has a steel grey tone, any lighter tone generally indicates a higher elevation.

5. VERTICAL CONTROL.

Quadrangle 8367 is noted for its lack of vertical control. No more than six bench marks in this quadrangle could be used for control purposes. However, long main loops were run from bench marks in quadrangle 8366 and tied to bench marks in quadrangle 8367, as in the case of the BAJ loop. The BAJ loop was run for approximately 10 miles from quadrangle 8366 and tied to a bench mark in quadrangle 8367 with a closure of .24 feet.

A builders Wye Level was used in running all supplemental level lines in this quadrangle. The quadrangle was broken up by running a few main lines and a series of shorter spur lines connecting the main lines. The main lines were of less than third order accuracy, but sufficient care was used in establishing turning points to close all lines within the 0.3 of a foot allowable error. Adjustments were made for all loops regardless of size or closure. Closures were adjusted by determining the number of instrument set ups and dividing into the error of closure for the loop. The quotient was added or subtracted progressively depending on whether the loop closed low or high. About 115 miles of levels were run in this quadrangle. The average error of closure was around .16 of a foot.

* One bench mark stamped "CS 31 - 1941" belonging to the county survey was found in the northwest corner of the quadrangle on the BAZ line. Apparently, it was a continuation of the county survey found running through quadrangle 8366. No descriptions were available for this bench mark at the time of this report. The order of accuracy was not known, nor was it known whether this county survey had been adjusted to the Coast and Geodetic line of levels. Therefore, the BAZ line was not tied to the county survey but to a Coast and Geodetic bench mark. Apparently, the disc had been borrowed from the U. S. Engineering Department as it carried the description of the U. S. Engineering Department (Harbor Survey) with headquarters in Jacksonville, Florida.

Where no definite points of intersection could be picked on the photograph, a stake was driven flush with the ground accompanied by a guard stake. The approximate position of the point was picked opposite a bog or pone, which could be seen on the photograph. In most cases, elevations of ground points were spotted on the photographs at 1/4 mile intervals.

* Five U. S. Engineer Harbor Survey bench marks were recovered and picked on the photographs by the topographic party on the south side of the Hillsborough River. The marks were established by the U. S. Engineers Office of Jacksonville, Florida, in 1941 for the purpose of a flood control survey.

The supplemental level party tied those bench marks found into the supplemental level loops.

The bench marks follow about 1/2 mile Southeast of the Hillsborough River in the grazing land. Because of the lack of detail it was difficult to locate many of them. In such instances, long measurements of 100 meters or more were taken to the identifiable points. The identifiable points were pricked on the photographs, and measured distances in meters noted on the photo to aid the

* These BM's are all U.S. Flood control BM's

compiler in locating the bench marks. Recovery notes were written in duplicate. It will be noted that around many of the bench marks there are several pick points which may be confusing. When the contouring was done, the topographer had no information regarding the location of the benchmarks, and it was mere chance the shots were near the bench marks. Small red arrows were used to clear up any doubt about the pick point to be used.

6. CONTOURS AND DRAINAGE.

The contouring was started in the northern portion of the quadrangle on May 17, 1943 by Harland R. Cravat, Junior Topographic Engineer. On May 24, 1943 Elliot Gillerman, Junior Topo. Engineer, started work in the southern portion. Both parties worked towards the center of the quadrangle, until they met. The work was completed and the junctions checked June 3, 1943.

The contouring was done directly on the photographs. Cravat worked on photos 11800, 11812, and 11799. Gillerman worked on photos 11801, and 11810.

The contour interval was 20 feet and contouring was done directly on the photos. No attempt was made to keep the work of one photo in one quadrangle. In fact, to get a good coverage, two photos were used on which a portion of quad. 8368 was contoured. An attempt was made, however, to keep the work as near the center portion of the photos, as possible to minimize distortion and large changes in scale.

The field work was done by two four-man plane table parties thoroughly covering the area in an effort to locate all surface changes and to classify the culture of the land.

Elevations were carried by direct levels, vertical angles, and the stepping method. All planetable traverses were closed within a vertical accuracy of less than one foot, with the exception of a short traverse near the 100 foot contour where it junctions to the south on photo 11812. The closure was 1.1

high and because of the inaccessability of the area the topographer did not go back into the region again. The second topograhper was aware of the closure and when he made his junction checked the contour. He stated it to be out by not more than 1/2 foot, so no adjustment was made. The error probably occurred on the traverse after leaving the contour. The usual closure between vertical control was 0.3 of a foot.

Most of the intermittent drainage was visible on the photos, but was checked at frequent intervals by stadia. The streams run some distance and usually enter a cypress swamp, emerge from the other side and wind into another swamp. The swamps are low flat places, and there is no definite drainage pattern through them. In such instances a symbol was used on the photographs, N.D.D. (no definite drainage.)

The water in the main drainages photographed, but where it was obscured by overhanging trees it was located by stadia, and pacing.

A good portion of the cypress swamps were inked in with a dotted blue line indicating wet weather swamp. Some, however, were not marked, but it can be seen by inspection of the Photo., they are the same as those so indicated. It seemed unnecessary to mark them all when they are so apparent.

Occasionally it will be noted that a contour following each side of a drain crosses a road with a higher elevation (supplemental level) between contours. This may look incorrect, but is not; the contour has actually been brought through a bridge or large culvert.

Due to the large grazing areas with little detail it was difficult for the supplemental level party to obtain a good position on the spotted elevations. For this reason many stakes were used. In some instances the stakes were found to be in error by several hundred feet horizontal distance. Where these errors were found the topographic party adjusted the position of the supplemental level elevation.

14. ROAD CLASSIFICATION.

All roads which are servicable were classified. Many of the 4U roads were dim or covered by overhanging trees. In such cases, the road was dotted in red ink.

All railroads are single track unless noted differently on the photograph. Side tracks and ladder tracks have been drawn in on the photos. The points of departure from the main line were marked by a pick point, which may be slightly obscured by red ink.

15. BRIDGES.

All bridges have been classified according to the instructions by Mr. Clarence C. Fryer, Jr. Topo. Engr.

16. BUILDINGS AND STRUCTURES.

Buildings obscured by trees were picked and the pick point ringed. All buildings were classified.

17. BOUNDARIES.

The Hillsborough, Pasco, and Polk^K County lines were located in the field on the photographs. On Photo 11812 are picked three key section corners, which were pointed out by local inhabitants as being the corners. Additional checks were made by locating fences and field lines pointed out as being on the section lines; projections of such lines check very well with the located corners.

18. GEOGRAPHIC NAMES.

The portion of the work covering geographic names was accomplished by Mr. Jack W. Stingley, Jr. Topo. Engineer, and is covered by a special report.

The levels for this quadrangle and that part of the report pertaining thereto were accomplished by Mr. Herbert W. Burgoyne, Engineering Aid.

The field inspection and contouring for this quadrangle was accomplished by Mr. Harland R. Cravat, Junior Topographic Engineer. Mr. Cravat also wrote the descriptive report.

Respectfully submitted,



Harland R. Cravat
Junior Topo. Engineer

Approved



Ray L. Schoppe
Comdr. U.S.C&G Survey
Chief of Party

4. Existing triangulation has been supplemented by a traverse extending diagonally across this quad from Lakeland to Zephyrhills. This traverse was run by William A. Rasure, Prin. Photo. Aid.



C. F. Chenworth
Lieut. U. S. C&G Survey

Approved



Ray L. Schoppe
Comdr. U.S.C&G Survey
Chief of Party

COMPILATION REPORT
TO ACCOMPANY
SHEET NO. T-8367

26. CONTROL

The amount of control on this sheet was sufficient to insure an accurate radial plot, although four of the traverse stations could not be held to in the main plot. These four stations are the "offset" stations mentioned in the discussion of the main radial plot.*

27. RADIAL PLOT

The main radial plot is discussed in the compilation report for sheet T-8368.

28. DETAILING

The photographs were clear and field inspection was sufficient, so no unusual difficulty was experienced in the delineation.

Most of the area covered by this quadrangle consists of pine and grass land with numerous small wooded swamps and cypress ponds. A small portion of developed area falls in the southeast corner of the sheet.

29. SUPPLEMENTAL CONTROL

No graphic control surveys by this Bureau, or maps and plans by other organizations were used to supplement the photographs or field inspection.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

There were no existing standard topographic quadrangle maps in the Tampa Office with which T-8367 could be compared.

45. COMPARISON WITH NAUTICAL CHARTS

None of the published nautical charts show the area covered by this sheet in detail.

Respectfully submitted,

Ida R. Roberts

Ida R. Roberts,
Jr. Engr. Draftsman

Forwarded by:

Kenneth G. Crosby
Kenneth G. Crosby,
Chief of Party...

* The four traverse stations checked with the plot after new positions were computed, taking into consideration the amount of offset from the main traverse line.

FIELD EDIT REPORT TO ACCOMPANY
Quadrangle T-8367
Project CS 290 B

46. Methods. Field edit methods are the same as those discussed in the descriptive report accompanying quadrangle T-8376. Refer to that report for this information.

47. Adequacy of the Compilation. The compilation is adequate except for the additions, corrections, and changes noted on the field sheet. It appears that the review should be more carefully done, as many of these changes were obvious on the field photographs.

48. Accuracy Tests. This will be covered by a separate report.

14. Road Classification. All roads not previously classified were classified according to instructions.

15. Bridges. One bridge at 82°05.2' west longitude, and 28°13.3' north latitude, was classified by the field edit party.

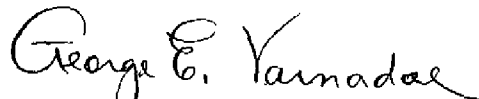
18. Geographic Names. A Geographic Names report and sheet for this quadrangle were completed by Jack W. Stingley, Jr. Topo. Engr.; but as the field edit party did not have access to this report, and name sheet (it being used by the Tampa Photogrammetric Office), no check against this sheet has been made to ascertain if all geographic names appear on the compilation. Inquiries were made during the field edit, and no geographic names were found that do not appear on the compilation.

Approved:

Submitted by:



Ray L. Schoppe
Chief of Party



George E. Vernadoc
Prin. Photo. Aid
January 31, 1944

ABBREVIATIONS

ROADS

W	—	Width (feet bet. shoulders)
P	—	Private road
OP	—	Overpass
UP	—	Underpass
X	—	Abandoned trail, road, etc.
RR	—	Railroad tracks; as 2 tracks

WOODS-CLASSIFICATION

Density-Classification

1	—	Scattered
2	—	Thinly wooded
3	—	Heavily wooded
4	—	Densely wooded

Types-of-woods

D	—	Deciduous
P	—	Evergreen-and-pine
R	—	Brush
S	—	Scrub
Y	—	Cypress
L	—	Young-trees (LP—young pines LD=young-deciduous trees)

SHORE LINE

HWL	—	Mean high water; fast land
LWL	—	Low water line
LL	—	Light line; marsh shore line
M	—	Marsh inshore limits
MW	—	Marsh grass in water
Dk	—	Dock
Pier	—	Pier
Se W	—	Sea wall
Bkhd	—	Bulkhead
Jet	—	Jetty
Dol	—	Dolphin
Pile	—	Pile
S	—	Sand
Mud	—	Mud
Rk	—	Rock or rocky
Sty	—	Stony
Conc	—	Concrete
Wo	—	Wood
Blf	—	Bluff
Dune	—	Dune

BOUNDARIES

F	—	Fence
Sty F	—	Stone fence
F B	—	Fire Break
Hdg	—	Hedge
Park	—	Park
Cem	—	Cemetery
Co	—	County
Md.	—	Maryland
Va.	—	Virginia
Bdy	—	Boundary

VEGETATION

C	—	Cultivation
Gr	—	Grass

BUILDINGS

Ho	—	House
Ba	—	Barn
Sh	—	Shed
Bldg	—	Building
Bo Ho	—	Boat House
Ch	—	Church (give name)
Ct Ho	—	Court House (give name)
P O	—	Post Office (give name)
Sch	—	School (give name)
Hos	—	Hospital (give name)
RR Sta	—	Railroad station
Sto	—	Country store or gas sta.
P Sta	—	Power Station
Ck H	—	Chicken House
D	—	Dwelling

LANDMARKS

FT	—	Fire tower
TT	—	Transmission tower
RT	—	Radio Tower or mast
Air Bn	—	Airway beacon
Bn	—	Non-lighted aid to navigation
Lt	—	Lighted aid to navigation
Tk	—	Low tank
Tk elev	—	Tall tank
Stk	—	Stack

STREAMS, PONDS & BRIDGES

D	—	Largest ditches only
DX	—	Small
IS	—	Intermittent stream
PD	—	Probable drainage
Cr	—	Creek
Ca	—	Canal
Brg	—	Bridge, (capacity & clearance)
Cv	—	Culvert (capacity)
Lev	—	Levee
Dam	—	Dam
P	—	Pond
IP	—	Intermittent pond

ROAD CLASSIFICATION FOR MAPS OF ALL SCALES

CLASS	LABEL	STRUCTURE	LOADING
1	Dependable hard-surface heavy duty road.	Concrete, asphaltic concrete bituminous Macadam, H-15 type structures.	Will bear heaviest loads with little maintenance.
2	Secondary, hard-surface all-weather road.	Surface-treated, oiled gravel, waterbound Macadam, structures generally lighter than H-15 but sturdy.	Will bear fairly heavy military loads in all weather if maintained.
3	Loose-surface graded, dry-weather road.	Gravel or stone surface, stable material, selected sand-clay, etc. Drained and graded.	Will bear light military loads in good weather.
4	Unimproved road.	Graded and drained earth, with very light structure.	Generally unsuitable for military loads.
4U	Truck road	Woods roads, farm roads, etc. over which a standard gage vehicle can be driven.	
5	Trail	(Horse trails, foot trails, etc.)	

Roads with more than two (2) lanes are indicated by note along road, e. g. 3 LANE. Change in lanes shown by tick at point of change. Main roads have two lanes unless otherwise marked.

Private roads are designated by the letter P after the road classification.

WOODS CONCEALMENT CLASSIFICATION

Class-A: Trees-over-10'-high-and-thick-enough-to hide-troops.

Class-B: Brush-thick-enough-to-hide-troops-but-dense-enough-to-impede-progress.

Class-C: Scattered-brush-thick-enough-to-hide-troops-but-not-thick-enough-to-impede-progress.

BRIDGE AND TUNNEL CLASSIFICATION

<u>First Symbol</u>	<u>One Lane</u>	<u>Unlimited</u>
Capacity	5 m.p.h.	
A	50 tons	25 tons
B	25 tons	10 tons
C	10 tons	13 tons
D	10 tons	7 tons
E	6 tons	4 tons
F	Light vehicles only	

Second Symbol

Vertical Clearance	A - over 14 feet
	B - over 13 feet
	C - over 12 feet
	D - over 11 feet, etc.

Third Symbol

Horizontal Clearance	A - over 16 feet
	B - over 17 feet
	C - over 16 feet
	D - over 15 feet, etc.

Fourth Symbol - Year of Classification

WOODS AND BRUSH

TYPE

D	Deciduous
E	Evergreen
Cy	Cypress

CONCEALMENT

Z	Trees 10 feet or more in height, and thick enough when in foliage to conceal troop and vehicles.
Y	Brush and undergrowth thick enough to impede foot troops and conceal troops lying down.
X	Scattered trees not thick enough to conceal troops.
W	Scattered brush not thick enough to conceal troops.

PHYSICAL FEATURES

HG	Higher ground - usually appears in light tone on photograph; either wooded or cultivated area; may be scrub trees or brush. (usually not symbolized on photographs.)
LG	Low areas - generally appears dark on photograph; becomes swampy during rainy season; often covered with dense growth of brush.
SW	Swamp - ground covered with water or boggy most of the time; lower in elevation than LG; wooded and/or brush.
M	Salt marshes

NOTE: The above areas are not outlined but sufficient notes are made on each photograph so that the variation in tones can be correctly interpreted in the office.

T-8367

	Remarks	Decisions
1		
2		
3		
4		
5		USGB
6		
7		
8		Railway Guide
9		Road Maps
10		281820-21
11		"
12		"
13		"
14	Pending with U.S.G.B.	"
15		282819
16		282820-21
17		"
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. T-8367

GEOGRAPHIC NAMES										
Survey No. T-8367										
_____ quadrangle										
Name on Survey	A	B	C	D	E	F	G	H	K	
Title assigned to this quadrangle is <u>Clay Center</u> , a name found on the 1933 U.S.G.S. State 1:500,000 but not elsewhere except in the text of Rand McNally. SOCRUM has been suggested as a more suitable title. Pending decision of the U.S.G.S. both names should be ordered.										1
										2
										3
										4
✓ Hillsborough County	✓									5
✓ Pasco County	✓									6
✓ Polk County	✓									7
✓ Atlantic Coast Line R.R.	✓									8
✓ State Highway No. 34	✓									9
(Clay Center)	see remark above.				(On railway, in Polk Co., north of Polk-Hillsborough line)					10
✓ Socrum	✓									11
✓ Bethel Baptist Church	✓									12
✓ Blackwater Creek	✓									13
✓ Itchepackesassa Creek	✓ (not Echelucasassa)									14
✓ Rock Ridge Road	✓ (from NE to Socrum)									15
✓ Dade City Road	✓ (State No. 34)									16
✓ Millard	✓ (on railway)									17
✓ Kathleen										18
✓ Hillsborough River										19
										20
										21
										22
										23
										24
										25
										26
										27

Names underlined here approved
by H. Heck on 3/4/44

M 234

Names underlined in red approved
by H. Beck on 3/4/44

RECORDS

T-8367

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 published quadrangle at 1:20,000 scale. 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 woodland, refer to the published quadrangle for the finally adopted outlines.
- Descriptive Report.

Filed in the Photogrammetric Division.

Field inspection photographs.

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

- Field edit sheet.

Descriptions of recoverable topographic stations (Form 524), filed in Review Section. *None*

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. *Div. Photogram Office*

Filed in Reproduction Branch.

Glass negatives of the color separation drawings.

Filed in the Library.

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.

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- 8367

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

None taken made on this quadrangle.

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.

None

Comparison with Nautical Charts Nos.

None in map area

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

None of consequence

Reviewed 2/16/44 By J. H. Stewart
under direction of D. H. Benson

Inspected by B. G. Jones *B.G. Jones 12/47*

Examined and approved:

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

~~Chief, Topography Section~~

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Chief, ~~Div. of Charts~~
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Chief, Div. of Coastal
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