8376

Diag'd. on Diag. Ch. No. 1257-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: Air Photographic Compilation.

Field No.: Office No.: T-8376

LOCALITY

State: Florida

General locality: West Coast

Locality: Citrus Park

194 3

CHIEF OF PARTY

Lieut. Comdr, K. G. Crosby

Comdr. Ray L. Schoppe

LIBRARY & ARCHIVES

DATE: September 25, 1946

8376

8-1870-1 (1)++

Form T-1

DATA RECORD

T- 8376

Quadrangle (II): CITRUS PARK Project No. (II): CS 290

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

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

Instructions dated (II III): 11/16/432 Copy filed in Descriptive Report No. T- (VI)

Completed survey received in office: 9/21/43

Reported to Nautical Chart Section: 9/22/43

Reviewed: 1/20/44 Applied to chart No. Date:

Redrafting Completed: 3/12/44

Registered: Published: 1944

Compilation Scale: 1:20,000 Published Scale: 1:36,680

Scale Factor (III): 1.00

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

Reference Station (III): CITRUS, 1934

Lat. 28°03'57".774 (1778.4m) Long.: 82°34'25".560 (697.9m) Adjusted / Unadjusted

State Plane Coordinates (VI): Florida West Zone

X = 914,959.03 feet Y = 1,357,095.31 feet.

Military Grid Zone (VI) "B"

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
11666	11-12-42	-	1:20,000	Inshore Sheet
11667	"		"	
11668	"		"	
11671	"		"	
11672	"		"	

Tide from (III): -

Mean Range: - Spring Range: -

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

Field Inspection by: C.A.Moritz, Jr.Topo.Eng. date: May 1943

Field Edit by: date: Oct. 1943

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

Projection and Grids ruled by (III) J.C.O'N. date: 3/30/43

" " " checked by: " date: "

Control plotted by: C.A.J.Pauw, Prin.Photo.Aid date: 7/15/43

Control checked by: J.H.S.Billmyer, Asst.Photo.Engr. date: "

Radial Plot by: Tampa Office Personnel date: 7/22/43

Detailed by: M. Rutkin, Asst.Engr.Drafts. date: July-Aug. 1943

Reviewed in compilation office by: A.L.Kidwell, Jr.Topo.Eng. date: Sept. 1943
J.H.S.Billmyer, Asst.Photo.Engr.

Elevations on Field Edit Sheet checked by: ~~Carl A. Moritz~~ C.M. Shinn Jr., Ensign date: May 1943

STATISTICS (III)

Land Area (Sq. Statute Miles): 65.4

Shoreline (More than 200 meters to opposite shore): -

Shoreline (Less than 200 meters to opposite shore): 17 miles (includes lakes)

Number of Recoverable Topographic Stations established: -

Number of Temporary Hydrographic Stations located by radial plot: -

Leveling (to control contours) - miles: 135

Roman numberals 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. 290-B, was prepared by the Coast and Geodetic Survey for the War Department under "General Specifications for War Department Mapping Program" issued about December 1941, in which is incorporated the "Standard of Accuracy for a National Map Production Program" issued by the Bureau of the Budget under date of June 10, 1941.

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

FIELD SURVEYS

Aerial photography with the Coast and Geodetic Survey nine-lens camera, with airplane and flight crew furnished by the U. S. Coast Guard. The photographs were taken to the scale of 1:20,000.

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, driveways, 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 "blueline" 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

QUADRANGLE T-8376

1. The field work by the topographic party has been completed on the following four photographs: 11668, 11667, 11666, and 11672.

This quadrangle lies north of Tampa and West of Sulphur Springs, Florida; it occupies a portion of the Coastal Plain physiographic province. The topography, with a few minor exceptions, is characteristic of that found elsewhere in the Coastal Plain region. One important exception is the occurrence of numerous sink holes, lakes and swamps; another is the incipient surface drainage. The maximum elevation in the entire area is below 80 feet, and the minimum elevation is approximately 12 or 13 feet. The amount of relief in the various parts of the quadrangle varies considerably from place to place. In many places, the amount of relief over a considerable area may be as small as 2 or 3 feet.

The lakes and sink holes are the most conspicuous topographic features of the region. Much of the drainage in this area is underground, causing a leaching of the limestone strata which underlie this portion of the Coastal Plain. This leaching process brings about the formation of caverns, the roofs of which often collapse, forming the conspicuous depressions which dot the landscape. Many of the depressions have become filled with water, forming the numerous small lakes of the region.

The cultural features of this quadrangle are relatively unimportant and are represented principally by farm buildings, roads, two railroads, and a few country stores and an occasional church or school. There is not one U. S. Post Office in the area. The Seaboard Air Line Railroad crosses the southern portion of the quadrangle, extending east and west

across the entire breadth of the area. A small branch line of the Seaboard Railway Company leaves the main line at Tarpon junction, then runs north toward Odessa, Florida. There are several class 2 roads present in the area, including Gunn Highway and Tampa Shores Road; most of the roads are sand roads.

2. The field inspection for the clarification of detail on the photographs has been completed and none remains for the field edit party. All roads, schools, churches, cemeteries, dwellings, and other buildings which should be shown on the final map have been indicated on the photographs. In accordance with recent instructions, all power lines which follow roads or highways have been omitted.

The buildings in three military areas, two of which appear on the photographs and the other of which is in the process of construction have been omitted at the request of Drew Field, Florida military authorities. These areas have been classified by the Army as secret and confidential.

3. All the photographs in this quadrangle are typical for this area. All of the principal features should easily be recognized by the experienced compiler. The citrus groves, common throughout the area, are very obvious. The photographic colors and tones are characteristic for this particular area and require very little discussion. The swampy areas which are covered with cypress exhibit a distinctive silver-gray tone which is readily recognized and which makes identification of this type of vegetation a simple matter for the office draftsman. Areas which are covered with grass, palmetto, and a few scattered pines can be identified by the smooth, steel-gray or leaden-gray color. Areas of woodland which are entirely or predominantly composed of evergreen can be recognized by

The boundaries of Drew Field Reservation were obtained from a print filed under Drew Field Airport survey data in S.F. Griffith's unit, received 2/19/44 from Montell

their dark gray color, which is darker than those colors which are made up largely of deciduous trees. The lakes are easily identified by the very dark gray, almost black color or the white color, depending upon the manner in which the light was reflected at the time the area was photographed.

4. The recovery of stations and identification of the horizontal control on the photographs was done by another party, prior to the beginning of the field inspection and topographic mapping; therefore, the writer is not in a position to comment upon some of the material outlined in the discussion of the descriptive reports. One traverse station - Y 198- was inadequately picked on the photograph by the recovery party, and at the request of the compilation office, the topographic party attempted to improve the location on the photograph.

5. The vertical control for the planetable work included U. S. Coast and Geodetic bench marks and level lines established by a level party previous to the topographic mapping.

The level lines were established by the use of a Wye level; the level notes for this quadrangle appear in volume number 26. Elevations were established by this party at road intersections, along railroads, and at various other points which could readily be picked on the photographs. The control for the level lines was taken from U. S. Coast and Geodetic Survey bench marks, and all lines were tied into a bench mark, adjusted, and checked within the required limits of accuracy.

All the elevations which were used by the topographic party, with the exception of one which apparently was misplaced on the photograph, were found to be correct; this inaccurate elevation was removed from the picture.

It is evident that the mistake was made in picking the point on the photograph, for the remainder of the points on the same line were checked and were found to be correct. ~~All other elevations are correct.~~ All other elevations are correct and may be shown on the final map.

6. All contours in this quadrangle were located by stadia traverses with the planetable and alidade. It is possible to do a considerable amount of sketching, because the area is not heavily-wooded. The only exception to this is that the swamps which are scattered throughout the area are heavily-wooded. By taking shots at critical points, it is possible to sketch the contours with a minimum number of shots and with a high degree of accuracy, provided that particular attention is given to the critical points and that their proper importance is recognized. In the case of the depression contours, which originate as a result of sink hole formations, it is possible to sketch these contours with but a single shot. This is true because the sink hole can be recognized on the photographs, and as soon as the position of the contour is determined at one point it can be sketched around the entire depression.

Surface drainage in this portion of the Coastal Plain is more or less incipient, and as a result the surface drainage exhibits no particular pattern or exercises no profound effect upon the physiography of the area which it drains.. There are a few important surface streams in this quadrangle, but these are easily recognized on the photographs and no special effort is needed to locate the m in the field. There are drainage lines between the numerous swampy areas, but in most cases no well-defined channel is present. However, in some swamps, the ditches and canals have been dug to facilitate drainage, but these are also readily recognizable on the photographs.

No difficulty was encountered in the matter of vertical control, due chiefly to the presence of many roads and numerous elevations which make long traverses between established elevations unnecessary. As a result, all closures were satisfactory and the amount of error in all cases was negligible, never exceeding a few tenths of a foot.

14. The road classification for this quadrangle is complete. All roads have been identified and classified on the photographs. A change in the classification of one continuous road has been shown and the points of transition has been accurately marked upon the photograph. Those roads which, because they are of no value to the final map, should be deleted are checked with green ink.

15. Bridges were inspected by Mr. C. C. Fryer, Junior Topographic Engineer.

16. The classification and identification of buildings, including dwellings, farm buildings, country stores, schools, churches, etc. which should be shown on the final map have been completed. All ramshackle buildings which are nearing the end of their useful life, although still serving as dwellings, and all small barns and farm buildings have been checked in green ink and should be deleted on the final map.

18. Refer to report by Jack W. Stingley, Junior Topographic Engineer, for report of geographic names. //-14

48. The vertical accuracy test for this sheet was run by Mr. Charles Hanavich, Principal Photogrammetric Aid. The section of the 40-foot contour tested on this sheet is within the required limits of accuracy as set forth in the instructions, and 5-foot contours can be added at a later date.

This test contour is shown on the photograph by yellow lines connected

to black dots; the black dots indicate the elevations on the contour ascertained in the field.

The test contour was run independent of this topographic sheet on a 9-lens photograph (#11668).

Levels for this quadrangle and the report pertaining thereto were accomplished by Mr. James M. Grover, Photogrammetric Aid.

The field inspection and the contouring for this quadrangle were accomplished by Carl A. Moritz, Junior Topographic Engineer.

Respectfully submitted,

Carl A. Moritz
Jr. Topo. Engr.

Approved
Ray L. Schoppe
Chief of WMFP#2

COMPILATION REPORT
TO ACCOMPANY
SHEET NO. T-8376

26/ CONTROL

The control on this sheet, while not plentiful, was sufficient to control the plot and all stations could be held to.

27. RADIAL PLOT

The main radial plot, of which T-8376 was a part, is discussed in the compilation report for Sheet T-8363.

28. DETAILING

Although the photographs were distorted, no difficulty was encountered in compiling the sheet.

The area between latitudes 28°00' and 28°02' and longitudes 82°35' and 82°37.5' was traced from a reduction of the previous compilation and checked against the 1:20,000 scale photographs.

The political boundaries were taken from a map of Hillsborough County furnished by the field party.

All geographic names shown on the sheet were taken from the county highway map. Names have not been investigated by the field party yet, as the names shown are subject to change after the investigation has been made. Also, additional names will probably be added to the sheet.

Some slight discrepancies with T-8381, on the south, should be investigated by the Washington office. It is thought that the detailing along this junction is shown correctly on T-8376. See attached report. See review report

29. SUPPLEMENTAL CONTROL

No graphic control surveys by this Bureau, or maps and plans by other organizations were used to supplement the photographs in the detailing of the topographic features.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

There were no existing topographic quadrangle maps available in the Tampa office with which T-8376 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,

Morris Rutkin

Morris Rutkin,
Asst. Engineering Draftsman

Forwarded by:

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

46. METHODS

In checking the map compilation all roads were traversed by truck. Due to the presence of many roads the area in this quadrangle was well covered by this method, and only in a few places was it necessary to walk in order to traverse the entire area. All buildings, ditches etc. that are not shown on the map compilation, but are discernible on the photographs, were noted in the field, located under the stereoscope and transferred from the photograph to the print of the map compilation by tracing paper, holding to road intersections and other topographic features in the immediate vicinity for control. All others were plotted by measurements from topographic features. All buildings added by the field edit party are dwellings unless otherwise labled.

In accordance with the instructions, black ink was used for all classifications and additions except drainage when blue ink was used. Green ink was used for all deletions.

All deletions, additions and corrections are to be found on the cloth bound print of the map compilation. All citrus was classified by the field edit party. Where the trees are large, and overlap the ground, they were classified as Z. Where they are less than 10 feet tall, and will not conceal troops and vehicles they were classified as W.

47. ADEQUACY OF THE COMPILATION

None of the buildings or ditches were classified on the map compilation. The Power line at Lat. 28° 06' - Long. 82° 35' was shown as a road 5.

Found in the compilation report is the statement "all geographic names were taken from the County highway map". However, a discrepancy exists between the Hillsborough County Highway map and the compilation regarding the name of the village at Lat. 28° 02' and Long. 82° 30' as the name of this village is shown on the highway map as Mullis City and is shown on the compilation as Mullins City. It is assumed an error was made in transferring the name from the highway map to the compilation. (Note evidence under item No. 18.)

48. ACCURACY TEST

To be covered by a separate report.

14. ROAD CLASSIFICATION

All roads not previously classified were classified according to instructions.

15. BRIDGES

One bridge on U. S. Highway 17 was classified according to instructions.

18. GEOGRAPHIC NAMES

LHA

Names for all of the larger lakes were indicated by the field edit party. These names were obtained locally from a person or persons living nearby and have not been verified. The village "Mullis City" in the southeastern part of the quadrangle is shown on the map compilation as Mullins City. The following authority is offered in support of the name Mullis City.

A = R. M. Mullis - 23 years at Mullis City as grocer
R. F. D. 4, Box 1715
Tampa, Florida

B = J. W. Jones - 29 years resident at Mullis City
R. F. D. 4, Box 1720
Tampa, Florida

C = F. C. Smith - 3 years knowledge as Tampa Times representative
331 Court E
Riverview Terrace
Tampa, Florida

1 = Hillsborough County Highway Map

Respectfully submitted,

George E. Varnadoe

George E. Varnadoe,
Prin. Photo. Aid

Approved:

Ray L. Schoppe
Comdr. - USC&GS
Chief of Party

T-8376

1

	Remarks	Decisions
1		280824/5
2		"
3		"
4		"
5		279825
6		280824/5
7		"
8		"
9		"
10		279826
11		280824/5
12		"
13		"
14		"
15		"
16		"
17		"
18		"
19		"
20		"
21		"
22		"
23		281825/6
24		"
25		"
26		"
27		280824/5

M 234

GEOGRAPHIC NAMES

Survey No. T-8376

CITRUS PARK quadrangle

1 Name on Survey	A, On Chart No.	B, On previous survey No.	C, On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	K	
Citrus Park	✓									1
Spivey	✓									2
Tarpon Junction	✓									3
Mullis City	✓									4
Sweetwater Creek	✓									5
Sweetwater School	not shown									6
North Church Avenue	✓									7
Rocky Creek	✓									8
Brushy Creek	✓									9
Dick Creek	✓									10
Memorial Highway (State No. 17)	✓		✓							11
Double Branch	✓		✓							12
Tampa Shores Road	✓		✓							13
Gunn Highway	✓		✓							14
White Trout Lake	✓ (only a small part on this quad.)									15
Bay Lake	✓	"	"	"	"	"				16
Nash Powers Road	✓									17
Ehrlich Road	✓									18
Casey Avenue	✓									19
Citrus Park School										20
Keystone Church	✓									21
Halfmoon Lake	✓									22
Lake Armistead	✓									23
Pretty Lake	✓									24
Lake Josephine	✓									25
Rock Lake	✓									26
Fairy Lake	✓									27

M 234

T-8376

	Remarks	Decisions
1		281825/6
2		"
3		"
4		"
5		"
6		"
7		"
8		"
9		"
10		"
11		"
12		"
13		"
14		"
15		"
16		
17		U.S.G.B.
18		Railway Guide
19		Road Maps
20		
21		
22		
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES

Survey No. T-8376

2

Name on Survey	On Chart No. A,	On previous survey No. B,	On U. S. quadrangle Maps C,	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
Lake Le Clare	✓									1
Maiden Lake	✓	(not Lake Rogers)								2
Lake Juanita	✓									3
Church Lake	✓									4
Camp Frorein, Boy Scout Camp		✓								5
Boy Scout Road	✓									6
St. Petersburg Waterworks ~~Supply~~	✓	✓								7
Williams Lake	✓									8
Patterson Road	✓									9
Buck Lake	✓									10
Cosme	✓									11
Keystone Lake	✓									12
Rainbow Lake	✓									13
Keystone School										14
Double Branch Bay										15
										16
Hillsborough County	✓									17
Seaboard Air Line Railway	✓									18
State Highway 232	✓	(north-south through Cosme)								19
										20
										21
										22
				L Heck 2/21/44						23
										24
										25
										26
										27

M 234

NAUTICAL CHARTS BRANCH

SURVEY NO. T-8376

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
6/11/46	587	D.H. Benson	~~Before~~ After Verification and Review Fully applied
7/21/55	1257	J.P. Walby	~~Before~~ After Verification and Review Completely
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

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, ~~marsh, 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 Review~~ing 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-8376

CITRUS PARK 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

Horizontal accuracy test — see other side.

A vertical accuracy test was run in this area and found to be satisfactory. See Item 48, page 5, 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.

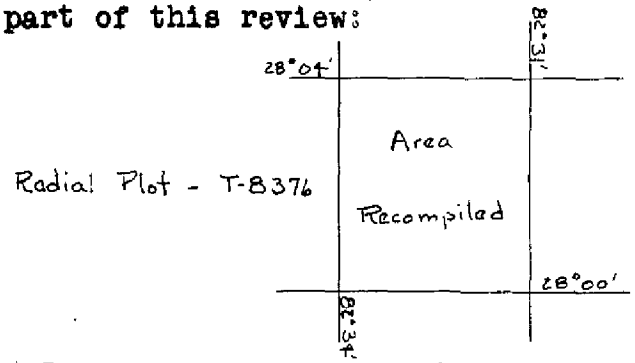
The manuscript has not been applied to the charts at the date of this review. The following comments are pertinent to the compilation and correction of nautical charts:

No nautical charts cover this area. It is an inland sheet.

Horizontal Accuracy Test:

The accuracy test records on this quadrangle are lost at this date 8/46. A considerable amount of third order traverse was run in this area and was used in part for control and reserved in part for testing after compilation. The area was well controlled and the reviewers notes indicate that the accuracy was within the required standards since no appreciable changes were made in the manuscript. The traverse records are filed in the Division of Geodesy but do not include a statement as to what part of the traverse was used for testing. The test records were to have been retained in the Division of Photogrammetry, but cannot be found.

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



In checking the junction with T-8381 on the south, it was found that the Seaboard Airline Railroad running through to Drew Field on T-8381 did not join. The offset was approximately 20 meters. The two sheets were "tied" together and the radial plot was checked on photos 11666, 11667, 11668, and 11771.

Nearly all the radial points could be "held" on T-8381, but it was noted that on T-8376 during the course of the original plot, several positions were pricked for each point. The positions finally adopted by the compiler, could not be "held to" during the check plot. The revision indicated that one of the other sets of points should have been used; and for this reason, the junction was not satisfactory.

The proper set of points along the road and the railroad, in addition to a number of detail points cut in by the reviewer, were used for the purpose of recompiling the area shown above.

A satisfactory junction was, in this way, made with T-8381.

Reviewed 1/20/44 By J. N. Stewart
under direction of D. H. Benson

Inspected by B. G. Jones B.G. Jones 8/46

Examined and approved:

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

Robert W. Knox
Chief, Div. of Charts
Nautical Chart Branch

~~Chief, Topography Section~~

Raymond T. Eyman
Chief, Div. of Coastal Surveys