DESCRIPTIVE REPORT
Air Photographic
Survey No. T-8125
(PA85)

MARYLAND
NINEPIN
QUADRANGLE
N 38°19' - W 75°17'
N 38°15' - W 75°15'

LOCALITY
State: Maryland
General locality: Chesapeake Bay
Locality: Ninepin Bridge (Pittsville)

1942

CHIEF OF PARTY
F. L. Gallen
Fred. L. Peacock
DATA RECORD

T- 8125

NINEPIN

Quadrangle (II): Nine Pin Bridge

Project No. (II): CS-278 B

N38°15' W 75°15'

Field Office: Salisbury, Md. Chief of Party: F. L. Gallen


Instructions dated (II III): Mar. 4, 1942 Mar. 27, 1942

Aug. 13, 1942 Copy filed in Descriptive Report No. T-

Completed survey received in office: 10/29/42

Reported to Nautical Chart Section: 10/30/42

Reviewed: 3/4/43 Applied to chart No. Date:

Redrafting Completed: 5/28/43

Registered: 2/21/45 Published: 11/5/43

Compilation Scale: 1:19,640 Published Scale: 1:31,680

Scale Factor (III): 1.018

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

Reference Station (III): LIBERTY 1942

38°15' 06.076" (117.34)

Lat.: 75°17' 56.305" (1367.8M)

Long.: 38°19' 06.692" (117.42)

(1862.6)

Adjusted x

Unadjusted

State Plane Coordinates (VI):

Maryland Coordinate System (single zone)

X =  

Y =

Plane coordinates not available for this station

G.M.S.

Military Grid Zone (VI) A
PHOTOGRAPHS (III)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>8721-8724 inc.</td>
<td>4/14/42</td>
<td>12:42</td>
<td>1:20,000</td>
<td>No tidal waters</td>
</tr>
<tr>
<td>8733-8736 inc.</td>
<td>4/14/42</td>
<td>1:00</td>
<td>1:20,000</td>
<td>No tidal waters</td>
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<tr>
<td>Single lens</td>
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<td>1:20,000</td>
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</table>

Tide from (III):

Mean Range:                           Spring Range:

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

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

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

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

Projection and Grids ruled by (III) Washington
date:
" " " " checked by: Washington
date:

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

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

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

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

Elevations on Field Edit Sheet
checked by: Salisbury office
date: Nov. 1942.
STATISTICS (III)

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

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

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

Number of Recoverable Topographic Stations established: none

Number of Temporary Hydrographic Stations located by radial plot: none

Leveling (to control contours) - miles: 52.0 miles

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

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

Remarks:
MEMORANDUM of change in quadrangle names.

The 7½-minute series quadrangle in Maryland-Virginia, index number N3800-W7530/7.5, heretofore known as POCOMOKE, has been changed to POCOMOKE CITY.

The 7½-minute series quadrangle in Maryland, index number N3615-W7515/7.5, heretofore known as NINEPIN BRIDGES, has been changed to NINEPIN.

J. G. Staack,
Chief Topographic Engineer.

cc: U. S. Coast and Geodetic Survey
Chief of Engineers (2 copies)
Soil Conservation Service
State Geologist,
Charlottesville, Va.
Mr. Zens
DATE OF THIS REPORT: September 7, 1942

This rough draft manuscript is part of War Mapping Project CS-278 and is included within sub-project division CS-278-B. The map manuscript covers the 7½ minute Ninepin Bridge Quadrangle and is part of the 15 minute Pittsville Quadrangle.

INSTRUCTIONS:

Instructions for this project are contained in the Director's letter dated March 4, 1942. Supplemental instructions are contained in inter-office correspondence dated March 27, June 5, 21, August 15, and September 4, 1942.

FIELD INSPECTION:

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

PHOTOGRAPHS:

Nine lens photographs were taken with the U. S. Coast & Geodetic Survey nine lens camera (focal length 81°), to an approximate scale of 1:20,000. Single lens photographs were taken by a commercial firm using a special lens mapping camera (focal length 4°). These single lens photographs were taken at scale 1:60,000 and enlarged to scale 1:20,000.

CONTROL:

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

Liberty, 1942
Holston, 1942

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

Morris, 1932
Pittsville, East Base, 1932
Berlin, 1932
Berlin Stack
The following three triangulation stations were plotted on "dog ears" attached to the map manuscript and were used as supplementary control for orienting photographs and for detailing:

Berlin Standpipe
Berlin High School
Ouitten, 1942

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

RADIAL PLOT:

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

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

RECOVERABLE HYDROGRAPHIC OR TOPOGRAPHIC STATIONS:

No such stations appear on this survey.

AZIMUTH REFERENCE MONUMENTS:

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

DETAIL:

A scale plot was run for the entire area included by sub-project CS-276-B. The scale selected for the projections was very close to the average scale of the photographs and the detailing was greatly expedited thereby.

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

Roads: All roads were detailed by using a single line only which represents the center line of the road. For the sake of clarity certain road intersections were shown by double full lines, 0.5mm apart. Roads were classified according to field inspection, which in turn followed military specifications, Plate 42-219, Engineer Reproduction Plant, the Army War College, dated January 12, 1942. In cases where the field inspection photographs failed to furnish road classifications, the omissions were noted on the discrepancy overlay.

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

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

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

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

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

COMPARISON WITH PREVIOUS SURVEYS:

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

JUNCTIONS:

Control points were common with Surveys Nos. T-3102 to the north, T-3124 to the west, T-3126 to the east, and T-3129 to the south. Junc
tions of detail with aforementioned surveys are satisfactory.

REMARKS:

All ambiguities between the field inspection photographs and any omissions or differences between the inspection and office interpretation are indicated on the discrepancy overlay. Such comments and suggestions
REMARKS: (cont'd)

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

HORIZONTAL ACCURACY:

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

RECOMMENDATIONS FOR FUTURE SURVEYS:

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

Respectfully submitted,

John M. Reinoldi
Sr. Photogrammetric Aid

Reviewed,

Henry P. Eichart
Photogrammetric Aid

Approved,

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

Approved & Forwarded,

Fred L. Peacock
Officer-in-Charge
Baltimore Field Office
FIELD EDIT REPORT
T-8125
Project CS-278-B
F. L. Gallen, Chief of Party

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

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

14. Roads were classified according to instructions.

15. Bridges were classified by C. C. Fryer and party, according to in-
   structions.

16. Buildings were classified according to instructions.

17. Boundary monuments and lines were determined from maps furnished by
   the Maryland State Roads Commission and investigated in the field.

18. For Geographic Names refer to the geographic names report for pro-
   ject CS-278-B.

46. The method used in making the field edit consisted of visual inspec-
   tion of the area. A planetable was used in determining contour por-
   tions missing from the manuscript.

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

The inking on field edit maps was done in accordance with the follow-
   ing scheme:

<table>
<thead>
<tr>
<th>Features</th>
<th>Colors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additions, Wye elevations</td>
<td>Black</td>
</tr>
<tr>
<td>Bench mark crosses</td>
<td>Green</td>
</tr>
<tr>
<td>Deletions</td>
<td>Purple</td>
</tr>
<tr>
<td>Political boundaries and names</td>
<td></td>
</tr>
</tbody>
</table>

47. The map compilation is considered complete and adequate.

48. No horizontal accuracy tests were made for this quadrangle. For near-
   est quadrangles with accuracy tests refer to T-8102 and T-8103.

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

Submitted by

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

[Signatures]

Wm. E. Clark
Photogrammetric Aid.
Department of Commerce
U. S. Coast and Geodetic Survey

October 6, 1943

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

Dear Sir:

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

Maryland State Coordinates of Powellsville Fire Tower

X 1271,170
Y 191,080
probable accuracy 10 ft.

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

Yours very truly,

Carroll F. Merriman
Collaborator

CFM: ekm

ploted on
Powellsville Fire Tower has been added to proof copy of T-8125 "Ninepin" Quadrangle & will be added to plates and shown in final edition.
1, 211, 170
800, 000
\[ x' = \frac{471,170}{800,000} \]

\[ \tan \theta = \frac{471,170}{800,000} = 0.1799 \]

\[ 86785 - \tan \theta = 7276 \]

\[ = 0.1799 \times 79508 \]

\[ y'' = x' + \tan \theta = 8,480.09 \]

\[ y' = y'' - 191,080 - 8,480 \]

\[ = 182,600 \]

\[ \tan \gamma = 38.20.05.063 \]

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**Material/Components of Permanent Fixtures**

<table>
<thead>
<tr>
<th>X</th>
<th>1ST FLO</th>
<th>Y</th>
<th>2ND FLO</th>
</tr>
</thead>
</table>

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\[ X \times Y \times Z \]

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**Location of Boxes**

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**Civil/Engineer's Note**

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**Correlations**

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**Gantry**

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**Additional Notes**

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Adkins Pond
Adkins Race
Asherwood Branch
Asherwood Swamp
Beach Ridge
Beach Swamp
Bowens Branch
Double Bridge Branch
Franklin Branch
Franklin Swamp
Goody Hill Branch
Gunbridge Branch
Ironshire Station
Jobas Ditch
Libertytown
Libertytown Branch
Massey Branch
Mt. Pleasant
Narrow Branch
Narrow Branch Swamp
Newark
Ninepin Branch
Ninepin Swamp
Old Mill Branch
Phila. Wilm & Balt. R. R. Penna. R. R.
Pitts Branch
Pocomoke River
Powell Branch
Powellville
Quaponco
Steves Island
Raccoon Branch
Timmontown
Timmontown Branch
Truitt
Truitt Branch
Whilon Ditch
Williams Point
Wicomico County
Worcester County
Whaleyville Branch
Duncan Ditch
Williams Race
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<tr>
<th>Remarks</th>
<th>Decisions</th>
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<td>382752</td>
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<td>2</td>
<td></td>
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<td>3</td>
<td></td>
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<tr>
<td>4    Very little, if any, of feature on this quad. (just east of Newark)</td>
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<td>5</td>
<td>379756-57</td>
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<td>6</td>
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<td>7    Name OK if feature exists</td>
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<td>10   Name OK if feature exists</td>
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<td>Name on Survey</td>
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<td>-------------------------------------------------</td>
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<tr>
<td>Adkins Road</td>
<td>✓</td>
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<tr>
<td>Mt. Pleasant</td>
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<td>Ashwood Swamp</td>
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<td>Ashwood Branch</td>
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<tr>
<td>Double Bridge Branch</td>
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<tr>
<td>Timmonstown</td>
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<td>Beech Swamp</td>
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<td>Beech Ridge</td>
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<td>Narrow Branch</td>
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<td>Narrow Branch Swamp</td>
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<td>Franklin Swamp</td>
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<td>Worcester County</td>
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<td>Pennsylvania R.R. (Delaware, Maryland, and Virginia Branch)</td>
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<tr>
<td>Queponto (name of railroad station at Newark)</td>
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<td>Political subdivisions:</td>
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<td>West Berlin No. 9</td>
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<td>Colborne No. 6</td>
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<td>Dennis No. 6</td>
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<td>Willards No. 14</td>
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<tr>
<td>US Highway No. 113</td>
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<tr>
<td>State Highway No. 374 (Portsmouth to eastward)</td>
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<tr>
<td>State Highway No. 554 (Portsmouth to Northward)</td>
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Handwritten notes:
- On Chart No. 315, the orientation is marked as rotated.
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 planable contouring work was performed.)

Field edit sheet.

Descriptions of recoverable topographic stations (Form 524), filed in Reviewing Unit.

Supplementary traverse and level records.

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

Reproduction proof.

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

Check lists of work performed on each sheet in the Washington Office during review, drafting, edit, and reproduction.
Copies of specifications and all instructions to field parties and field offices.

Filed in Reproduction Branch

Glass negatives of the color separation drawings.

Filed in the Library

Special report on field work by Commander K. T. Adams, 1944.

Special report on office work by B. G. Jones, 1944.

Season's report on field work by Commander F. L. Gallen, 1944.

Season's report on field work by Commander R. L. Schoppe, 1944.

Delivered to the Army Map Service in accordance with the contract

Film negatives and film positives of the color separation drawings.

All color separation drawings.

Original celluloid manuscript.

A correction sheet consisting of a copy of the first edition of the quadrangle with notes in red indicating changes desirable at the next printing.
General Procedure in the Production of Topographic Quadrangles for the War Department

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

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

FIELD SURVEYS

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

Contouring by planetable directly on the photographs. Supplementary vertical control was established by means of an extensive subordinate level net, furnishing unmarked elevations at road intersections, 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 Tampax 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.
DIVISION OF CHARTS
SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T-8125
NINEPIN QUADRANGLE

This quadrangle manuscript has been examined for completeness, accuracy, and conformity with the specifications. It is adequate for smooth drafting, reproduction and publication. Revisions found to be necessary in this office are discussed on the next page.

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

**Previous Surveys**

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

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

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

**Comparison with Nautical Charts Nos. 1220**

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

The area covered by T-8125 is not detailed on chart 1220 and should be applied. There is no shoreline of navigable waters on this quadrangle.
The following revisions of the map manuscript were found to be necessary and were accomplished as a part of this review:

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

Reviewed 3/9/43  By  \(\text{Signature}\)
under direction of D. H. Benson  \(\text{Signature}\)

Inspected by B. G. Jones  \(\text{Signature}\)

Examined and approved:

\(\text{Signature}\)  \(\text{Signature}\)
Chief, Surveys Branch  Chief, Div. of Charts

\(\text{Signature}\)  \(\text{Signature}\)
Chief, Topography Section  Chief, Div. of Coastal Surveys
## Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
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<tr>
<td>5/3/49</td>
<td>1220</td>
<td>JF Walker</td>
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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.