

Original

# 8497

Diag'd. on diag. ch. No. 1218-2 & 1219

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

## DESCRIPTIVE REPORT

Type of Survey Air Photo. Compilation

Field No. \_\_\_\_\_ Office No. T-8497

Horiz. Aerial Test.

LOCALITY

State Delaware

General locality Delaware Bay

Locality MILTON

1943

CHIEF OF PARTY

Lieut. Comdr. K. G. Crosby

Lieut. Comdr. F. L. Gallen

~~Comdr. Ray L. Scheppe~~

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DATE March 23, 1948

B-1870-1 (1)

# 8497

## DATA RECORD

T- 8497

Quadrangle (II): MILTON

Project No. (II): 302 B

Field Office:

Chief of Party: F. L. Gallen  
Ray L. Schoppe

Compilation Office: Tampa, Fla.

Chief of Party: K. G. Crosby

Instructions dated (II III): 3/18/43

Bridges: *Mar Dept. 23 July 1942*Copy filed in Descriptive  
Report No. T- (VI)  
*Div. Photogram Office Files*

Completed survey received in office: 25 Oct. 1943

Reported to Nautical Chart Section: ✓

Reviewed: 12/28/43

Applied to chart No.

Date:

Redrafting Completed: 12 Feb. 1944

Registered: *4 Feb. 1948*

Published: 1944

Compilation Scale: 1:20,000

Published Scale: 1:25000

Scale Factor (III): 1.00

Geographic Datum (III): N.A. 1927

Datum Plane (III): M.S.L. 1929

Reference Station (III): Marvel, 1932

Lat.: 38°50'15" 647(482.5 m) Long.: 75°19'04" 657(112.3) Adjusted  
m. ~~Unadjusted~~

State Plane Coordinates (VI):

*Delaware Single Zone*

X = 528.117.59 Ft.

Y = 305,079.41 Ft.

Military Grid Zone (VI)

"A"

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
13351	No record of Date and Times in Compilation Office			
13352	4/43			
13353	"			
13361	"		1:20,000	
13362	"			
13363	"			
13364	"			

Tide from (III): -- 1943 Tide Tables

Mean Range: -- 4.0 Spring Range: -- 4.8

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

Field Inspection by: M. W. Burr, Engr. Aid date:

Field Edit by: *Wendell Bever, Jr. Topo. Engr.* date: Dec, 1943

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

Projection and Grids ruled by (III) Wash. Office date: --

" " " checked by: " " date: --

Control plotted by: Washington Office date: --

Control checked by: " " date: --

Radial Plot by: " " date: --

Detailed by: M.R. Blake, Asst. Engr. Drafts. date: Aug.-Oct. 1943

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

Elevations on Field Edit Sheet

checked by: *Wendell Bever, Jr. Topo. Engr.* date: Dec, 1943 ✓

STATISTICS (III)

Land Area (Sq. Statute Miles), 57.0

Shoreline (More than 200 meters to opposite shore), 0.9 statute mile

Shoreline (Less than 200 meters to opposite shore), 55.6 " "

Number of Recoverable Topographic Stations established; --

Number of Temporary Hydrographic Stations located by radial plot; --

Leveling (to control contours) - miles; 154.6 m s. m.

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. 3028, 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, 1943

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.

FIELD INSPECTION REPORT  
QUADRANGLE T-8497  
Project CS-302B  
F. L. Gallen, Chief of Party

1. DESCRIPTION OF AREA:

The area covered by this quadrangle lies wholly in Sussex County, Delaware. It consists of rolling farmland and timberland, with elevations ranging from 6 to 45 feet. This area has a well defined drainage system, which consists of the Broadkill River and several large creeks draining from west to east. This river and the creeks have a very complete secondary drainage pattern. There are many dams forming mill ponds in the creeks. The mills are no longer in use. This quadrangle is well covered by roads, many of which are macadamized. The town of Milton is situated in the south central portion of the quad. The timberland consists of pine and deciduous trees, which are mixed in all areas except the very edges of the creeks where deciduous trees and brush are found. A heavy undergrowth of brush is found in all timbered areas. The Pennsylvania Railroad runs through the southwest portion of this quad and the town of Milton. An old abandoned railroad grade runs east across the quad.

2. COMPLETENESS OF FIELD INSPECTION

See report for quadrangle T-8498

3. INTERPRETATION OF THE PHOTOGRAPHS:

See report for quadrangle T-8498

4. HORIZONTAL CONTROL:

See report for T-8498

5. VERTICAL CONTROL:

See report for quadrangle T-8498

6. CONTOURS AND DRAINAGE:

See report for quadrangle T-8498

7-13. These items do not apply to this report

14. ROAD CLASSIFICATION:

See report for quadrangle T-8498

Quadrangle T-8497 - cont.

15. BRIDGES AND CULVERTS:

See report for quadrangle T-8498

16. BUILDINGS AND STRUCTURES:

See report for quadrangle T-8498

17. BOUNDARY MONUMENTS AND LINES

See report for quadrangle T-8498

18. GEOGRAPHIC NAMES:

See report for quadrangle T-8498 L.H.

19. JUNCTIONS:

Junctions with T-8498 on the east and T-8500 on the south have been made and are in agreement. There are no contemporary surveys in the west and on the north.

20. PHOTOGRAPHS USED:

Photographs used in surveying this area are Nos. 13352, 13353, 13361, and 13362.

Approved and Forwarded

F. L. Gallen  
F. L. Gallen  
Chief of Party

Submitted by:

Morris W. Burr  
Morris W. Burr  
Engineering Aid



CONTROL PROJECT 302B  
QUADRANGLE T-8497

R-M--Recovered May.  
D-M--Destroyed May.  
L-M--Lost May.

STATION	CLASS	PHOTO NO.	DATE	INITIAL
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HORIZONTAL CONTROL:-----

Marvel, 1932	R-M	13363	5/4/43	L.G.C.
Milton, Bl. W.P.	R-M	13361	5/4/43	L.G.C.
Milton, Ch. Spire, 1896	R-M	13361	5/4/43	L.G.C.
P.F.S. No. 5, 1917	L-M	-----	5/4/43	L.G.C.

VERTICAL CONTROL:-----

S-2, 1931	R-M	13362	5/4/43	L.G.C.
30(USGS)	R-M	13362	5/4/43	L.G.C.
26-2 (USED) 1928	R-M	-----	5/4/43	L.G.C.
26-1(USED) 1928	D-M	-----	5/4/43	L.G.C.

BM 11 (USGS)

NORTH AND WEST OF QUADRANGLE

HORIZONTAL CONTROL:-----

Mispillion River, 1933				
Flashing Light, N.D.	R-M	13364	5/3/43	L.G.C.
Mispillion River, 1933				
Jetty Light, N.D.	R-M	13351	5/3/43	L.G.C.
Doctor, 1933	R-M	13351	5/4/43	L.G.C.
Slaughter, 1933	R-M	13351	5/3/43	L.G.C.

VERTICAL CONTROL:-----

P-5	R-M	13362	5/4/43	L.G.C.
53(USGS)	R-M	13362	5/4/43	L.G.C.
T-2	R-M	13362	5/4/43	L.G.C.
	Not Rec.	-----	-----	-----
(P.R.R.)	Not Rec.	-----	-----	-----
U.S.G.S. "11"	R-M	13352	5/31/43	J.N.H.

Lieut. Comdr. F. L. Callen  
Chief of Party

Joe H. Henningsen, Prin. Photo. Aid,  
In charge sub-party

**FIELD INSPECTION  
PROJECT CS-285**

**BUILDINGS**

b - Barn  
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 station  
P Sta - Power Station

**BOUNDARIES**

BDY - Boundary  
F B - Fire Break  
EDGE - Hedge  
Park - Park  
Cem - Cemetery  
Co - County

**LANDMARKS**

FT - Fire Tower (give name)  
TT - Transmission Tower  
RT - Radio Tower or mast  
Air Bn - Airway Beacon  
Ra - Non-lighted aid to  
navigation  
Lt - Lighted aid to  
navigation  
Tk - Low tank  
Tk elev - Tank elevated on  
structure  
Stk - Stack

**GENERAL**

X - delete; except where it  
pertains to elevations.  
Use only the abbrev. listed  
on this page. Do not make  
up abbreviations.

**SHORE LINE**

HWL - Mean high water; fast land  
LWL - Low waterline  
LL - Marsh shore line  
M - Marsh  
MFW - 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  
Cone - Concrete  
Wo - Wood  
Blf - Bluff  
Dune - Dune

**STREAMS AND PONDS**

D - Largest ditches only  
DK - Small ditch (delete)  
IS - Intermittent stream  
FD - Probable drainage  
Cr - Creek  
Ca - Canal  
Cv - Culvert  
Lev - Levee  
Dam - Dam  
P - Pond  
IP - Intermittent pond

**VEGETATION**

Gr - Grass  
Sw - Swamp  
Cy Sw - Cypress Swamp



## 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 troops 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.

## 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	18 tons
C	18 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 18 feet
	B - over 17 feet
	C - over 16 feet
	D - over 15 feet, etc.

### Fourth Symbol - Year of Classification



## 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.



COMPILATION REPORT  
TO ACCOMPANY  
SHEET NO. T-8497

26. CONTROL

Although but three control stations fell within the tracing limits of the sheet, these three stations in conjunction with the stations on the adjoining sheets were sufficient to control the plot in this area.

All stations could be "held to".

27. RADIAL PLOT

The main radial plot for this project, which was run in the Washington Office, is discussed in the Compilation Report for sheet T-8502.

28. DETAILING

Photographs, from which this sheet was detailed, were clear and poor scale occurred on one only.

The northeastern part of the sheet was detailed with the aid of a projector due to poor scale and lack of radial points in the marshy area.

At latitude  $38^{\circ} 46'15''$ , longitude  $75^{\circ} 20'15''$  the 20' contour was left incomplete by the field inspector. This ✓ should be investigated by the field edit party. *See paragraph 6 Field Edit Report*

All single line streams in heavily wooded areas are apparently "probable drainage unsurveyed" even though they are not shown as such on the field prints.

29. SUPPLEMENTAL DATA

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

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

In comparing the sheet with the Geological Survey Cedar Creek Quadrangle, (Edition of 1938 from surveys made in 1917), numerous slight discrepancies of a minor nature were noted. These differences are to be expected between two quadrangles on quite different scales, (1:20,000 and 1:62,500), and from surveys 26 years apart.

45. COMPARISON WITH NAUTICAL CHARTS

No comparison could be made with the latest nautical charts, as the only chart of the area available in the Tampa Office was a bromide print of U.S.C. and G.S. Chart 1219, published February 1931 on a scale of 1:80,000.

Respectfully submitted,

*Marie R. Blake*

Marie R. Blake  
Assistant Engineering Draftsman

Forwarded by:

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



FIELD EDIT REPORT  
Quadrangle T-8497  
Project CS 302 B  
R. L. Schoppe, Chief of Party

1. DESCRIPTION OF AREA: See field inspection report.
2. COMPLETENESS OF FIELD INSPECTION: See field inspection report.
3. INTERPRETATION OF PHOTOGRAPHS: No photographs were used by this party.
4. HORIZONTAL CONTROL: See field inspection report.
5. VERTICAL CONTROL: Photographs showing bench marks and level elevations were ~~not~~ available to this party, ~~hence should be checked by the compilation office.~~  
*and were checked against the compilation.*
6. CONTOURS & DRAINAGE: It has been noted on the compilation that the Pennsylvania RR cuts across several contours following streams. These contours, upstream from the RR, have been shown as depression contours. According to standard topographic practice such contours should not be shown as "depressions" but as a continuation of the primary contour. If the RR embankment or fill is prominent enough (in this case they are) they should be shown by hachures. Suitable notes have been made on the compilation.  
At latitude 38°46' and longitude 75°20' a section of a 20-foot contour was omitted. This contour has been added by the field edit party.  
  
All mosquito control ditches, except those inked in blue and natural drainage, are to be deleted. Suitable notes have been made on the compilation.
7. MEAN HIGH WATER LINE: The field edit party was on the alert for discrepancies - none were found.
8. LOW WATER LINE: This item not applicable to this party.
9. WHARVES & SHORELINE STRUCTURES: Except for minor, temporary docks there were no shoreline structures within the limits of this sheet.
10. DETAILS OFFSHORE FROM HIGH WATER LINE: There were no offshore details within the limits of this sheet.
11. LANDMARKS & AIDS TO NAVIGATION: There were no landmarks or navigational aids.
12. HYDROGRAPHIC CONTROL: This item not applicable to this party.
13. LANDING FIELDS & AERONAUTICAL AIDS: There were no landing fields or aeronautical aids on this sheet.
14. ROAD CLASSIFICATION: All roads have been classified and shown in accordance with the instructions from the Army War College dated January 12, 1942.
15. BRIDGES: Bridge classification were made in accordance with the instructions from the War Department dated July 23, 1942, and have been shown in key on the sheet by C. C. Fryer, Sr. Photo. Aid.
16. BUILDINGS: All farm buildings except dwellings have been classified as barns(b). This includes all substantial sheds, garages, stables, et cetera. Due to the large number of chicken houses they have been classified separately as ckh. In congested areas and towns, dwellings were not classified. Public buildings were classified according to standard topographic practice



17. BOUNDARY MONUMENTS & LINES: The political sub-divisions of Sussex County have been added from political boundary maps and where necessary verified in the field. All other boundaries added by the field inspection party have been checked by this party. *Dist. 2 (Cedar Cr. Hundred); Dist. 10 (Lewes-Rehoboth Hundred); City limits, Milton*
18. GEOGRAPHIC NAMES: Geographic names have been submitted in a separate report by the field inspection party.
19. All questions, discrepancies, and suggestions noted in the compilation report under item 28 have been inspected, corrected or verified. Suitable notes have been made on the compilation or under the proper item in this report.
46. METHODS: With the exception of the lithographic print, the red line prints furnished this office were valueless and could not be used for field edit due to blurred and fuzzy detail. In this case the lithographic print was used as the smooth sheet and the contact print as the field sheet. <sup>(solid)</sup> *Details on solid field edit sheet transferred to red line print in Washington office for purpose of registry.* Discrepancies not covered by a suitable symbol are noted on the compilation by a sentence and an arrow to the point in question. All symbols used are standard topographic symbols, except that a green X was used for deletions and a tick mark was used to show limits of deletion and points of change in road classifications. The following color scheme was used:
- |   |        |
|---|--------|
| Deletions. . . . .  | Green  |
| Additions, classifications, notes, names, elevations. . . . . | Black  |
| Water Culture. . . . .  | Blue   |
| Political Boundaries. . . . .                                 | Violet |
47. ADEQUACY OF COMPILATION: Except for known deficiencies such as ~~read~~ classifications of roads, dwellings and public buildings, and the additions of new structures, the compilation of this sheet was complete and adequate.
48. ACCURACY TESTS:
1. Horizontal: A separate report of the horizontal accuracy test for this sheet has been previously submitted to the Washington Office. *Attached hereto*
  2. Vertical: See field inspection report.

Submitted by:

*Wendell Bever*  
Wendell Bever,  
Jr. Topo. Engr.

Approved by:

*Ray L. Schoppa*  
Ray L. Schoppa,  
Chief of Party.

*Test points #2, #7, #8, and #16 of the horizontal accuracy test were found to be in error greater than the allowable displacement of .5 mm. Test points nos. 16, 17, and 18 necessitated a change in the portion of state highway #5 running thru the town of Milton. Buildings were also moved accordingly. Test point no. 2 involved only a slight shift in a small portion of state highway #14. The plotted points have been shown on the back of the manuscript by cross ticks in green "artone" ink.*

*J. H. S. 12/30/43*



TEST FOR HORIZONTAL ACCURACY

Quadrangle T-8497

Project 302-B



# HORIZONTAL ACCURACY TEST

Quadrangle T-8497  
Project 302 B

This test consists of a traverse between triangulation stations Marvel(1932) and Harbeson(1932). The traverse is 9.3 statute miles in length and contains 29 test points; 23 of which are within the limits of this quadrangle. The traverse closure is one part in 25900 and a discrepancy of 0.58 meter was adjusted through the traverse. 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.

## TABULATION OF TEST POINTS

Description of point	Test Point Number	Latitude	Longitude	Displacement in mm.
Inter. of road & drive	T.No.1 M.No.1	38-50-523.7 Not compiled	75-19-33.7	
Inter. of road & road, 75 degrees	T.No.2 M.No.2	38-49-1324.3 38-49-1327.2	75-18-1088.2 75-18-1097.9	.51
Center of house	T.No.3 M.No.3	38-49-975.6 38-49-967.4	75-18-897.7 75-18-894.8	.44
Inter. of cross roads, 45 degrees	T.No.4 M.No.4	38-49-563.5 38-49-562.6	75-18-606.9 75-18-610.3	.18
Inter. of road & road, 60 degrees	T.No.5 M.No.5	38-48-1532.5 38-48-1535.2	75-18-880.2 75-18-880.3	.14
Inter. of road & drive	T.No.6 M.No.6	38-48-931.5 Not compiled	75-18-1281.8	
Inter. of road & road, 90 degrees	T.No.7 M.No.7	38-48-586.2 38-48-587.8	75-18-1374.2 75-18-1376.9	.16
Center of house	T.No.8 M.No.8	38-48-134.8 Not compiled	75-18-1339.1	
Inter. of road & road, 90 degrees	T.No.9 M.No.9	38-47-1728.0 38-47-1730.6	75-18-1303.5 75-18-1307.5	.23
Inter. of cross roads, 85 degrees	T.No.10 M.No.10	38-47-523.3 38-47-523.4	75-18-1180.7 75-18-1187.4	.34
Inter. of cross roads, 75 degrees	T.No. 11 M.No.11	38-47-483.9 38-47-484.9	75-19-220.1 75-19-219.3	.06
Center of house	T.No.12 M.No.12	38-47-275.4 38-47-275.7	75-19-112.2 75-19-115.8	.18
Inter. of road & road, 85 degrees	T.No.13 M.No.13	38-46-1814.0 38-46-1812.4	75-18-1444.4 75-18-1445.2	.09
Inter. of road & road, 90 degrees	T.No.14 M.No.14	38-46-1421.1 38-46-1421.5	75-18-1273.6 75-18-1276.9	.17
cen.				

con. Quadrangle T-8497

Southwest corner of mill	T.No.15 M.No.15	38-45-1075.0 38-46-1078.7	75-18-1113.8 75-18-1108.4	.33
Inter. of "Y" roadq 40 degrees	T.No.16 M.No.16	38-46-887.2 38-46-894.7	75-18-1058.0 75-18-1066.0	.55
Inter. of road & road, 90 degrees	T.No.17 M.No.17	38-46-499.0 38-46-504.1	75-18-1292.2 75-18-1303.8	.63
Inter. of road & RR, 50 degrees	T.No.18 M.No.18	38-46-345.0 38-46-345.9	75-18-1397.1 75-18-1408.5	.57
Inter. of road & road, 45 degrees	T.No.19 M.No.19	38-45-1675.2 38-45-1676.5	75-18-1373.6 75-18-1373.7	.06
Center of house	T.No.20 M.No.20	38-45-1470.4 38-45-1471.4	75-18-1228.2 75-18-1229.4	.08
Inter. of road & road, 45 degrees	T.No.21 M.No.21	38-45-1004.7 38-45-1001.8	75-18-787.6 75-18-785.7	.17
Inter. of road & road, 85 degrees	T.No.22 M.No.22	38-45-483.2 38-45-488.0	75-18-102.3 75-18-104.8	.27
Inter. of cross roads, 60 degrees	T.No.23 M.No.23	38-45-143.0 38-45-147.8	75-17-1085.4 75-17-1088.2	.24

Test points No. 3, No.12, No. 15, and No. 20 are less well defined; the remain-  
test points are well defined. Test points No. 1, No.6, and No.8 were not com-  
piled; the first two(short drives)and the latter(house)were not shown on the  
manuscript. It may be noted that test points No. 2, and No. 16 to 18 inclusive  
are in excess of .5 mm.; at the remaining test points the map manuscript error  
is less than .5 mm. The horizontal accuracy of this map is 80%, which is below  
the requirements of the instructions.

Submitted by:

*Charles Hanavich*  
Charles Hanavich,  
Prin. Photo. Aid.

Approved by:

*Ray L. Scheppe*  
Ray L. Scheppe,  
Chief of Party.



IN REPLY ADDRESS THE DIRECTOR  
U. S. COAST AND GEODETIC SURVEY  
AND NOT THE SENDER OF THIS LETTER

AND REFER TO NO.

1943 DEC -27- 080 PM

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

~~WASHINGTON, D. C.~~

Easton, Md.

December 23, 1943

To: The Director  
U. S. Coast and Geodetic Survey  
Washington, 25, D. C.

From: Ensign C. M. Shinn, Jr.  
U. S. Coast and Geodetic Survey  
P. O. Box 281  
Easton, Maryland

Subject: Field Edit - T-8497 and T-8501, Project CS 302-B

Reference: Letter 826-EJ of Dec. 17, 1943 from the Acting Director

The cloth-backed prints for quadrangles T-8497 and T-8501 were forwarded to the Director on December 16, 1943. The ozalid prints were clearer and more distinct than the cloth-backed prints and for this reason were used as the smooth field edit sheets. It is respectfully requested that the Washington Office make the necessary transfer of details from the ozalid prints to the cloth-backed prints, as it will be of great assistance to this office.

*C. M. Shinn, Jr.*

C. M. Shinn, Jr.

*Withman to order new red line prints to which field edit  
information will be added.*  
*Ben m*  
*12/28/43*



826-LJ

December 17, 1943

To: Ensign G. M. Shinn, Jr.  
U. S. Coast and Geodetic Survey  
P. O. Box 281  
Easton, Maryland

From: The Director  
U. S. Coast and Geodetic Survey

Subject: Field Edit - T-8497 and T-8501, Project 302-B

With reference to your transmittal letter of December 15, 1943 for smooth field edit sheets on quadrangles T-8497, T-8500, T-8501, and T-8503, the only copies received on T-8497 and T-8501 were ozalid prints with field notes in black, green, and blue. The field notes seem to be complete, but it is not understood why these were submitted on ozalid prints rather than on cloth-backed prints.

The ozalid prints are not satisfactory for permanent files, and it will be necessary to transfer the field notes from the ozalid prints to cloth-backed prints.

If you are not able to transfer these details to the cloth-backed sheets in your office, please forward the cloth-backed prints for T-8497 and T-8501 sent to you on November 11, 1943, and request that the work be done here. This office does not ordinarily have sufficient draftsmen, nor does it seem desirable, to do this type of work in Washington. However, since these are the last two quadrangles on the project, the Washington office will do this work, if it will be of any considerable assistance to you.

Acting Director

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T- 8497

MILTON, DELAWARE 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: See note by reviewer appended to Field Edit 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.

T- 151 1/20000 1842  
An unusual discrepancy -  
1½ to 2 mi. between posi-  
tions on the two sheets.

T-1548b 1/20000 1884  
Numerous topographic changes and  
a quite noticeable recession in  
the shoreline

T-4667 1/20000 1932  
Comparison favorable.

U.S.G.S CEDAR CR. 1/62500 1938  
Numerous minor changes. Portion of  
railroad abandoned.

Comparison with Nautical Charts Nos. 1218

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: "Boathouse" at Lat 38° 46' 40"/75° 18' 20" on the right bank of the Broadkill River can not be found on the photos.

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

In checking the plot for accuracy in and around the town of Milton, all points, including the newly plotted accuracy test points, were held. This was used as a basis for shifting that portion of state highway No. 5 running through the town of Milton to agree with the horizontal accuracy test.

Field Edit information applied to the manuscript: buildings; changes in contours along the Pennsylvania Railroad.

The east and west limits of Milton were taken off the manuscript, because they paralleled streams on these two sides.

Reviewed 28 Dec. 1943 By L. H. Stewart  
under direction of D. H. Benson *per L. T. S.*

Inspected by B. G. Jones *B. G. Jones 2/48*

Examined and approved:

*[Signature]*  
Chief, Surveys Branch

*[Signature]*  
Chief, Topography Section  
*Nautical Chart Br.*

*K. T. Adams*  
Chief, Div. of Charts

*C. K. Green*  
Chief, Div. of Coastal  
Surveys

## 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 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.

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 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.



T-8497

No. 1  
Decisions

Remarks

1		
2		
3		Railway Guide
4		Road Maps
5		
6		
7		388751 USGB
8		387752
9		"
10		"
11		"
12		"
13		"
14		"
15		"
16		"
17		"
18		"
19		"
20		"
21		388752
22		387753
23		"
24		"
25		"
26		"
27		"

# GEOGRAPHIC NAMES

Survey No. T-8497

MILTON quadrangle

Name on Survey

	A.	B.	C.	D.	E.	F.	G.	H.	K.	
	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		
Delaware Bay			✓							1
Sussex County			✓							2
Pennsylvania R.R. (Delmarva Division)			✓							3
State Highways 14, 5, 16, 30.			✓							4
										5
										6
Broadkill River			✓							7
Beaverdam Creek	✓		✓							8
Drawbridge	✓		✓							9
	(small settlement: once a p.o. of this name here)									
Nassau Road	✓		✓							10
Cedar Landing	✓		✓							11
Jones Landing	✓		✓							12
Sharns Landing	✓		✓							13
Hevelo Landing	✓		✓							14
Old Orchard	✓		✓							15
	(locality, landmark)									
Vaughn Landing	✓		✓							16
Brickyard Landing	✓		✓							17
Chemical Landing	✓		✓							18
Caray Landing	✓		✓							19
Cave Neck	✓		✓							20
Broadkill Neck	✓		✓							21
Lilton	✓		✓							22
Rattlesnake Hill	✓		✓							23
Broadkill River Bridge			x							24
Lavinia Causeway	✓		✓							25
Northwest Prong	✓		✓							26
Paynters Pond	✓		✓							27

## Remarks

## Decisions

1		387753
2		"
3		"
4		"
5		"
6		"
7		"
8		388753
9	Compilation shows Reynolds Branch from Reynolds Pond to Naples Pond, for which there is nothing in Names Report. Probably preferable to follow U.S.G.S. usage and carry Sombridge Branch to Naples Pond.	"
10	✓	"
11		"
12		"
13		"
14		"
15		"
16		"
17		388752
18		"
19		388753
20		"
21		388752
22		"
23		"
24		"
25		"
26		"
27		"

# GEOGRAPHIC NAMES

Survey No. T-8497

2	Name on Survey	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	
		A.	B.	C.	D.	E.	F.	G.	H.	K.
	Southwest Prong	✓		✓						1
	Round Pole Branch	✓		✓						2
	Hilton Road	✓		✓						3
	Gravel Hill Road	✓		✓						4
	Sawmill Pond	✓		✓						5
	Dickerson Branch	✓		✓						6
	Wolf Branch	✓		✓						7
	Izaak Branch	✓		✓						8
	Sowbridge Branch	✓		✓						9
	Reynolds Pond	✓		✓						10
	Reynolds Mill	✓		✓						11
	Jensons Pond	no	Pond	here						12
	Ingram Branch	✓		✓						13
	Maples Pond	✓		✓						14
	North Prong	✓		✓						15
	Blind Pond	✓		✓						16
	Slaughter Creek	✓		✓						17
	Slaughter Neck	✓		✓						18
	Big Oaks	✓		✓						19
	Argo	✓		✓						20
	Reed Marsh	✓		✓						21
	Reed Island	✓		✓						22
	Gunnars Island	✓		X						23
	Primehook Neck	✓		✓						24
	Primehookd Leak Road	✓		✓						25
	Primehook Creek	✓		✓						26
	Miskrat Haven	✓		✓						27



T-8497

No. 3  
Decisions

Remarks

1		388752
2		"
3		"
4		"
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# GEOGRAPHIC NAMES

Survey No. T-3497

3	Name on Survey	A,	B,	C,	D	E	F	G	H	K	
	Roach Marsh	✓		✓							1
	Ford Landing	✓		✓							2
	Ducking Pond	✓		✓							3
	Cades Branch	✓		✓							4
	Cades Pond	✓		✓							5
	Cades Pond Marsh	✓		✓							6
	Broadkill Neck Road			✓							7
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GEOGRAPHIC NAMES

Names underlined in red approved  
by L. Heck on 2/1/84

M 234-

GEOGRAPHIC NAMES

Names underlined in red approved  
by L. Heck on 2/2/64