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Department of Commerce and Labor

COAST AND GEODETIC SURVEY

Superintendent.

State: *Pa & N.J.*

DESCRIPTIVE REPORT.

Top Sheet No. *1993a*

LOCALITY:

*Penna R.R. bridge to
House of Correction*

1901

CHIEF OF PARTY:

Stehman Loney

30001

1993

DEPARTMENT OF COMMERCE AND LABOR

COAST AND GEODETIC SURVEY.

O. H. TITTMAN, SUPERINTENDANT.

DESCRIPTIVE REPORT

TO ACCOMPANY

TOPOGRAPHIC SHEET NO. 1993. ^a

REVISION OF SHORE LINE

FROM

PENNSYLVANIA RAILROAD BRIDGE.

TO

HOUSE OF CORRECTION.

DELAWARE RIVER

1911

SCALE 1/10,000.

(a) GENERAL DESCRIPTION.

PENNSYLVANIA SHORE. Within the limits of this sheet, the Pennsylvania shore line is entirely within the city limits of Philadelphia. It is comparatively low and for the most part comparatively level. The entire length is well developed, with streets and railroad tracks, private houses, and club houses, with the part fronting the river given up in large part to manufacturing and municipal plants. The shore line, for most of the distance, is artificially developed, by stone or timber retaining walls or earth embankments. A large area in front of the house of Correction has been reclaimed from the marsh by deposition of sand from a suction dredge. The only extensive area of marsh fronting the high water line, extends from the House Of Correction southward for about one mile. There are no extensive areas of foliage.

NEW JERSEY SHORE. The New Jersey shore is low, flat, and marshy. The entire length

is fronted by a marsh, a quarter mile or so in width, except about a half mile in front of Riverton Village. Here the bank is retained by a masonry retaining wall, back of which is a very pretty little village, principally residential. This is the only place on the New Jersey shore that is developed to any great extent, within the limits of our survey. The only wooded area of any extent, lies along the high water line and extends north from Pensauken Creek for about a half mile.

There are several detached portions of old earth embankments, sometimes along the high water line and sometimes running out considerable distances into the marsh.

(b) CHANGES IN SHORE LINE.

No important changes in shore line have been discovered, except on the outer edge of the marsh line, and for most of the distance, this seems to coincide closely with the former survey. The principal changes found, were in the abandonment of old wharves, and the construction of new, and the construction of new railroad tracks and manufacturing and municipal plants.

(c) BEACONS.

The only beacon within the limit of this sheet is a red light on the top of the cupola on the wharf at the foot of Main Street of Riverton Village, New Jersey.

(d) SURVEY METHODS.

Shore line was developed by the plane table, starting at three point stations determined from the intersection stations of the former survey, and continued by X traverse lines, checking in on these stations. None of the old stations of the main scheme were recovered.

The extension of Frankford ~~Creek~~ Creek beyond Bridge Street, the extension of Bridge Street beyond Richmond Street, and the extension of Richmond Street beyond Bridge Street, were transferred to our sheet from the chart made by the U. S. Army Engineers in 1909.

Stetman Honey
Asst. C. H. Honey
Chief of Party