

C. & G. SURVEY,
LIBRADY AND THVES

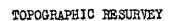
JEC 8 1915'
Acc. No._____

 					
Form 504					
DEPARTMENT OF COMMERCE					
U. S. COAST AND GEODETIC SURVEY					
State:					
DESCRIPTIVE REPORT.					
Sheet No.					
 					
LOCALITY:					
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191					
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CHIEF OF PARTY:					

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC





OF

ARTHUR KILL

NEW YORK AND NEW JERSEY

NOTES TO ACCOMPANY

SHEET & -- 3540

FROM

PORT READING? N. J.

TO

NEW DOCK TRIANGULATION STATION? ELIZABETH, N. J.

SCALE 1/10,000

CHIEF OF PARTY

1915.

Stehman Francy

Note A. When this projection was received from Washington by the field party, a piece of shore line(in brown) of Elizabethport, N. J., showing docks and the Elizabeth River, was drawn on it. On doing the field work it was found that this shore line, especially of the Elizabeth River, was incorrect, and it was re-run as now shown in black. The shore line was also run up to triangulation New Dock, because in 1913 an error was made by the party of Assistant Forney in the position of this station, and consequently in the shore line.

Note B. The streets of Elizabeth, N. J. were transferred from a blueprint loaned by the city engineers.

The streets and factories in Linden Township were transferred from blue prints lowned by the township engineer, The Standard Oil Co., N. J. (Bayway Refinery), the Grasselli Chemical Co., the Warner-Quinlan Asphalt Co., and the American McKenna Process Co.

The streets and factories in the Borough of Roosevelt were transferred from maps and blue prints loaned by Mr. Frederick F. Simons, Borough Engineer, the Mexican Petroleum Co., the American Agricultural Chemical Co., the Goldschmidt Detinning Co., the Chrome Steel Works, and the Armour Fertilizer Works.

The track layout of the Fort Reading Railroad Co. at Fort Reading N. J. was transferred from a blueprint loaned by the company. The streets in Woodbridge Township were transferred from a blue print loaned by Mason and Smith, formerly township engineers.

Note C. Plane Table Positions.

Object	Latitude	D. P.	Longi tude	D. M.
U. S. Mon. M	40 33	1015	74 13	318
U. S. Mon. 14	40 33	1522	74 12	990
U. S. Mon. 15	40 34	480	74 12	725
U. S. Mon. 17	40 34	1025	74 12	643
N. Y. N. J. B. Mon. 33	40 36	1350	74 12	0
E. Grasselli, U. S. A. E.	40 37	54	74 12	95
U. S. Mon. 27a	40 38	8 29	74 11	645

Note D. Elevations are shown in black and are given in feet above mean sea level. Contours are shown by red lines. The dotted line represents the ten foot contour. The full lines represent the twenty foot, forty foot, and sixty foot contours, etc.

were scaled from sheet # 1 and are approximate.

2116 S'aminary live. Chicago, Mingis Coroben 22, 1916. 01 En. E. Le des Jones, Sunt, 26.5. Court and Goodetie S'mong, hastington, D.C. Oca. your cetter of October 17 received. Refer to 20. 12-11 t. The plane table work on the three sheets of the · Hackensack River survey by Capstein Larney, 1914 and 1915, and on the two shorts of the lether hill our boy, 1714, was done by me, as will, and by George C. I all, Head man I did about these quarter of the place tolde wash of each survey, and Her. Tall don't one quarter a could probably tell you may desily just what part was here by each of us mif I was be the main I wanted way but he will be well the way can only give you the above general statement. would it be possible for me to obtain copie of stress streets for my own use to a so what would they vost ? Have the charts been reverel get to embedy the work done by Capstan langs party! I shall be pleased to give you may further information with regard to the work that it is wither my promos to give. Mespec of ally, Harold H. Giffin