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Form 504
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

State: _____

11-5013

DESCRIPTIVE REPORT.

Sheet No. _____

LOCALITY:

191

CHIEF OF PARTY:

3540

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
E. LESTER JONES SUPERINTENDENT



TOPOGRAPHIC RESURVEY

OF

ARTHUR KILL

NEW YORK AND NEW JERSEY

NOTES TO ACCOMPANY

SHEET (E) — 3640

FROM

PORT READING? N. J.

TO

NEW DOCK TRIANGULATION STATION; ELIZABETH, N. J.

SCALE 1/10,000

CHIEF OF PARTY

1915.

Stephen F. Hany
Asst. C. R. Hany

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 loaned 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 Port Reading Railroad Co. at Port 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.	Longitude	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	929	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. //

The above geographic positions of the topographic stations were scaled from sheet # 1 and are approximate.

2116 Seminary Ave.,

Chicago, Illinois

October 22, 1916.

Mr. E. Lester Jones, Surgt.,

U.S. Coast and Geodetic Survey,

Washington, D.C.

Sir:

Your letter of October 17 received. Refer to No. 12-114.

The plane table work on the three sheets of the Hackensack River survey by Captain Torrey, 1914 and 1915, and on the two sheets of the Arthur Kill survey, 1914, was done by me, myself, and by George C. Tull, Headman. I did about three quarters of the plane table work of each survey, and Mr. Tull about one quarter. I could probably tell you very closely just what part was done by each of us if I saw the sheets in person, but without them I can only give you the above general statement.

Would it be possible for me to obtain copies of these sheets for my own use? i.e., so what would they cost?

Have the charts been revised yet to embody the work done by Captain Torrey's party?

I shall be pleased to give you any further information with regard to the work that it is within my power to give.

Respectfully,

Harold H. Griffin.