

5112

U. S. COAST AND GEODETIC SURVEY  
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SEP 14 1935

(This report includes Field Inspection Report  
for North-eastern New Jersey from Rahway River  
to the George Washington Bridge.)

Acc. No. \_\_\_\_\_

Form 504  
Ed. June, 1923

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton, Director

State: New Jersey

DESCRIPTIVE REPORT

Photo  
Topographic } Sheet No. T5112  
Hydrographic }

LOCALITY

Passaic River

Belleville to Passaic

1935

CHIEF OF PARTY

R. C. Rolstad, Jr. H. & G. Engr.

U. S. GOVERNMENT PRINTING OFFICE: 1923

5112

Partially applied to drawing of Chart 287 - Apr. 7, 1937 - J.W.  
applied to chart (new) 287 June 1938 J.R.



AIR PHOTO FIELD INSPECTION REPORT

for

NEW JERSEY

RAHWAY RIVER TO GEORGE WASHINGTON BRIDGE AT FORT LEE

During part of the months of April, July, August, October and November, 1934 a field inspection was made of all photographs covering the section of New Jersey from the Rahway River to the George Washington Bridge at Fort Lee along the shore of Arthur Kill, Newark Bay and the heights along the Hudson River, and inland to Passaic. The total area covered, by two members of Party No. 12, New York City, working separately and at different times with U.S.C. & G.S. trucks Nos. 202 and 509, was 128 square Statute Miles.

The compilation of the area covered by this field inspection is shown on air photo topographic sheets numbered as follows:

|              |                |
|--------------|----------------|
| Field No. 56 | Reg. No. T5106 |
| " " 61S      | " " T5111      |
| " " 61N      | " " T5332      |
| " " 62       | " " T5112      |
| " " 63       | " " T5277      |
| " " 64       | " " T5278      |

PHOTOGRAPHS

Flight lines of photographs involved are indicated on the preceeding index map and the numbers and dates on which the photographs were taken are given below.

Single Lens Photos

|                  |               |                  |               |
|------------------|---------------|------------------|---------------|
| 66-52 - 43 to 45 | July 30, 1932 | 66-53 - 29 to 33 | July 31, 1932 |
| 21 - 65 & 66     | May 18, 1932  | 21 - 97 to 102   | May 18, 1932  |
| 53 - 17 & 18     | July 31, 1932 | 47 - 61 to 77    | July 31, 1932 |
| 53 - 19 to 24    | July 31, 1934 | 47 - 44 to 59    | July 31, 1932 |
| 21 - 71 to 78    | May 18, 1932  | 26 - 37 to 55    | May 18, 1932  |
| 21 - 67 to 70    | May 18, 1932  | 47 - 1 to 14     | July 31, 1932 |
|                  |               | 26 - 1 to 6      | May 18, 1932  |

The single lens photographs are enlargements to approximately 1:10,000 scale from 1:20,000 scale single lens photographs taken by the Aero Service Corporation, 1612 Chancellor St., Philadelphia, Pa. with their 8 inch focal length "Orthomessar" lens camera.

GENERAL DESCRIPTION OF TOPOGRAPHY

Sufficient and adequate notes relating to the topography were marked directly on the photographs.

Arthur Kill Water Front - The Arthur Kill water front from the Rahway River to the city of Elizabeth is very flat and consists almost entirely of marsh meadows. It is an industrial area, mostly oil storage and oil refinery plants with a few chemical plants.

About half of the shoreline is lined with docks and bulkheads. Appropriate notes in regard to these bulkheads and docks were marked on the photographs. Where the high water line was not clearly discernable it was sketched in on the photos from field observation.

Newark Bay Water Front - The water front from Elizabeth to Port Newark and inland as far as Route 25 consists almost entirely of marsh land. A few small areas near Port Newark have been filled in with dredged material and support a thin growth of brush. Aside from about a dozen shacks on the fill area the region is uninhabited. It is crossed by a few railroad lines and there are many drainage ditches with banks of swamp material on either side about 4 feet high. The area is covered by a tall growth of swamp grass and rushes with a few cattails.

Inland Section from Rahway River to Newark - This section consists of very flat country with but few trees (all deciduous) and only a few small cultured areas. It is a densely populated area with excellent roads and streets. There are several main highways leading to New York City and many railroads and industrial buildings.

Most of the region near the shoreline consists of salt water marshes covered by marsh grass.

Inland Section from Newark and Jersey City North and West

TO PASSAIC - The country along the Hackensack River is flat and marshy but on the heights between the Hudson River and Hackensack River it is well developed and thickly populated, also the heights between the Hackensack and Passaic Rivers.

Between the Hackensack River and Operpeck Creek the country is flat and marshy except at the junction where the village of Ridgefield Park is located.

The country along the Passaic River is higher than that along the Hackensack and more thickly populated. The topography on the west bank of the Hudson River will be covered in a later report.

CONTROL

(1) Triangulation

Triangulation performed by the party of Lieut. R.W. Woodworth in 1933 forms the basis of control for this area. The positions of these stations are referred to North American Datum.

(2) Topography

In addition to the above listed control, the following topographic sheets may be used as an aid in the compilation of sheets in this area.

| <u>Reg. No.</u> | <u>Date</u> | <u>Scale</u> |
|-----------------|-------------|--------------|
| T 3540          | 1915        | 1:10,000     |
| T 3431          | 1913        | 1:10,000     |
| T 3450          | 1914        | 1:5,000      |
| T 3451          | 1914        | 1:5,000      |
| T 3490          | 1915        | 1:5,000      |
| T 3449          | 1914        | 1:5,000      |
| T 1579          | 1896        | 1:5,000      |
| T 3150          | 1911        | 1:10,000     |
| T 3151          | 1911        | 1:10,000     |

### (3) Stations Spotted on Photos

Recovery cards (Form 526) have been written for the stations visited only where the station is lost or where the original description and that given on the recovery card is inadequate.

When the actual point of the triangulation station was not picked on the photograph, reference data is given on sketches on the photo which will determine the location.

### NAMES

There are few new names in this section, which have been indicated on the photographs. These names were determined from residents of the locality or subdivision and village signs. Any names conflicting with those as shown on the U.S.C. & G.S. Charts have been noted on the photographs.

### BRIDGES

Clearance of bridges, where not given in the Coast Pilot Notes, is shown on the photographs.

### COAST PILOT NOTES

No discrepancies with the present edition of the Coast Pilot Notes have been noted by this inspection party.

### RECOVERABLE OBJECTS

Descriptions were made on Form 524 of recoverable objects spotted on the photographs.

The geographic positions of all recoverable objects, minor Class C landmarks, spotted on the photographs, will be found in the descriptive report for each air photo topographic sheet compiled of this area. See paragraph on LANDMARKS for classification of Class C landmarks.

### LANDMARKS

The major (chartable) landmarks have been previously submitted and cut in as triangulation stations. A list was submitted by Lieut. R.W. Woodworth, 1931-1933.

Additional possible landmarks were spotted on the field prints. These landmarks were spotted from land and could be chosen more accurately if viewed from the water. They do, however, exhibit a degree of prominence and will fall within the classification for Class C landmarks mentioned in the descriptive report for air photo topographic sheet Re. No. T5059, paragraph LANDMARKS and REPORT ON REVIEW OF SHEET.

### CHANGES

Changes in the topographic detail since the date the photographs were taken have been clearly indicated on the photos, so that the compilation will be up to date.

Submitted by

D. B. BENNETT  
D. B. Bennett

Draftsman

R. L. Fisher  
R. L. Fisher  
Draftsman

November 22, 1934

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO.

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 62

REGISTER NO. T5112

State New Jersey

General locality Passaic River

Locality Belleville to Passaic

Scale 1:10,000 Date of photographs May 18, 1932  
Date of survey July 3, 1932  
Date of Compilation Dec. 8, 1932

~~Vessel~~ Air Photo Compilation Party No. 12

Chief of party Roswell C. Bolstad

Surveyed by See data sheet in descriptive report for this sheet.

Inked by D.B. Bennett

Heights in feet above ----- to ground to tops of trees

Contour, Approximate contour, Form line interval ---- feet

Instructions dated November 15, 1932.

Remarks: Compiled on a scale of 1:10,000

-STATISTICS-  
on

SHEET, FIELD NO. 62, REG. NO. T5112

PHOTOS, NOS. 66-26-48 to 50 DATE May 18, 1932  
66-47-44 to 52 July 3, 1932  
66-47-70 to 77 July 3, 1932

TIME OF PHOTOGRAPHS (no record)

|  | BY                            | DATE                       |                                   |
|--|-------------------------------|----------------------------|-----------------------------------|
|  |                               | From                       | To                                |
| The scale factor of this sheet is 1.000                            |                               |                            |                                   |
| PROJECTION   | <u>G. Crowther</u>            |                            | <u>6-21-34</u>                    |
| PROJECTION CHECKED   | <u>W.D. Ayers</u>             |                            | <u>6-21-34</u>                    |
| CONTROL PLOTTED  | <u>J.G. Albert</u>            | <u>6-23-34</u>             | <u>6-25-34</u>                    |
| CONTROL CHECKED  | <u>D.B. Bogart</u>            | <u>6-26-34</u>             | <u>6-27-34</u>                    |
| TOPOGRAPHY TRANSFERRED   | <u>NONE</u>                   |                            |                                   |
| SMOOTH RADIAL LINE PLOT  | <u>D.B. Bennett</u>           | <u>9-4-34</u>              | <u>9-17-34</u>                    |
| RADIAL LINE PLOT CHECKED   | <u>W.F. von Buehren</u>       | <u>2-18-35</u>             | <u>2-18-35</u>                    |
| DETAIL INKED   | <u>D.B. Bennett</u>           | <u>9-18-34</u>             | <u>12-8-34</u> (less 50 days)     |
| PRELIMINARY REVIEW OF SHEET  | <u>W.F. von Buehren</u>       | <u>2-18-35</u>             | <u>6-11-35</u> (Intermittently)   |
| AREA OF DETAIL INKED   | <u>25.4</u> Sq. Statute Miles | (Land Area)                |                                   |
| AREA OF DETAIL INKED   | <u>0.0</u> Sq. Statute Miles  | (Shoals in Water Area)     |                                   |
| LENGTH OF SHORELINE (more than 200 m. from nearest opposite shore) | <u>0.0</u> Statute Miles      |                            |                                   |
| LENGTH OF SHORELINE (rivers and sloughs less than 200 m. wide)     | <u>75.8</u> Statute Miles     |                            |                                   |
| LENGTH OF STREETS, ROADS, TRAILS, RAILROADS etc.                   | <u>293.7</u> Statute Miles    |                            |                                   |
| GENERAL LOCATION   | <u>Passaic River</u>          |                            |                                   |
| LOCATION   | <u>Belleville to Passaic</u>  |                            |                                   |
| DATUM  | <u>North American 1927</u>    |                            |                                   |
| STATION  | <u>Hosp, (N.J.) 1933</u>      | Latitude                   | <u>40° 51' 03.234" ( 99.8m)</u>   |
|  |                               | Longitude                  | <u>74° 07' 44.965" (1053.3m.)</u> |
|  |                               | (Office Adjusted Position) |                                   |



COMPILER'S REPORT

for

AIR PHOTO TOPOGRAPHIC SHEET FIELD NO. 62

GENERAL INFORMATION

The Air Photo Field Inspection Report for northern New Jersey attached herewith furnished the necessary field data for the compilation of this sheet. Additional information was obtained from notes marked on the photographs by D.B. Bennett, while on the field inspection. Before completion of the detailing a final field inspection was made to clear up all questionable areas.

The accompanying STATISTICS SHEET details all the data in connection with the compilation of this sheet.

This sheet was compiled from single lens photographs taken by the Aero Service Corporation, 1612 Chancellor Street, Philadelphia, Pennsylvania. The photographic prints are 1:10,000 scale enlargements from the original negatives which are on an approximate scale of 1:22,000. They were taken in two groupes, one group being taken on May 18, 1932 and the other on July 3, 1932. There being no record of the hour available, the position of the tide could not be determined.

CONTROL

(A) Sources

The following source of control was used in the compilation of this sheet:-

- (a) Triangulation by Lieut. R.W. Woodworth, in 1930-1933, field positions unadjusted.

All control was converted to the N.A. 1927 datum for this compilation. Small differences between these values and the final office adjusted positions should be unplotable at the scale of this compilation (1:10,000).

(B) Errors

There are no apparent errors in the control positions for this compilation. The control is adequate and the radial plot gave good intersection.

(C) Discrepancies

No control stations established by other organizations were used in this compilation.

COMPILATION

(A) Method

The usual radial line method of plotting was used in the compilation of this sheet.

(B) Adjustment of Plot

The photographs of this area appear to have very little scale fluctuation or distortion due to tilt. The plot was well controlled by the available triangulation so that it is

believed to be free from any appreciable error due to excessive adjustment.

(C) Interpretation

Only the usual graphic symbols were used as approved by the Board of Surveys and Maps, (1932) and no great difficulty was experienced in interpreting the photographic detail.

The double full line was used to indicate first order roads, a double broken line for private driveways and roads of lesser importance, etc. A single broken line was used to indicate exceedingly poor roads, trails and paths. In most cases, unless noted on the field prints, the classification had to be determined from the appearance under the stereoscope.

Buildings are shown along the banks of the Passaic River and also a few scattered larger buildings such as factories, schools etc. inland. Due to the great number of buildings and houses on the sheet in the various cities and towns, they were not all shown but are taken care of by notes on the cover sheet, "numerous buildings" and "numerous houses".

Greenhouses are indicated by a series of small adjacent rectangles within the building outline.

Brick drying sheds are shown by a series of parallel lines within a rectangular outline.

(D) Bridges

There are eight highway bridges, two railroad bridges and a high tension transmission line crossing the Passaic River.

The transmission line is approximately 150 ft. above high-water as given by the triangulation party's description of station W. Transmission Tower, 1933.

The information pertaining to the above bridges is contained on page 313 of the U.S. Coast Pilot, Section B, Cape Cod to Sandy Hook.

(E) Information from Other Sources

No information was available from other sources. The high-water line was taken from the photographs since there were no aluminum control sheets for the area of this compilation. The location of the high-water line was marked on the photos by the field inspection party.

(F) Conflicting Names

There are no new names on this sheet nor are there names conflicting with the U.S.C. & G.S. Charts.

COMPARISON WITH OTHER SURVEYS

This sheet is the limit of the aerial survey to the west and to the north in this area. The sheet joins Air Photo Topographic Sheets Reg. No. T5277 and T5278 on the east, which sheets have not yet been compiled. Junction with Sheet, Reg. No. T5332 on the south has been compared and found satisfactory.

## LANDMARKS

The list of landmarks for this area covered by this sheet was submitted March 30, 1933, by Lieut. R.W. Woodworth. It is to be noted, however, that under the list of "1933 names to be substituted" the name Cup. refers to St. Marys Hos. Cupola, 1913 and Tower to City Hall Spire, 1913, both described by Lieut. R. W. Woodworth in his 1932-1933 Recovery Notes.

It is recommended that Radio Tower (WNEW) be submitted as a Class B landmark on Chart No. 287, because of its height (425 feet). It is considerably higher than the other radio towers in the vicinity submitted as "Landmarks for Charts" by Lieut. R.W. Woodworth March 14, 1933, and classified as "Outstanding Features".

## RECOMMENDATIONS FOR FURTHER SURVEYS

The compilation of this sheet is believed to have a probable error of not more than 2 meters in well defined detail of importance for charting and of 4 meters for other data. It is understood that the widths of roads and similar objects may be slightly expanded in order to keep the detail clear and to avoid the closing up of the lines and photographing as a solid area in the photolithographic process.

To the best of my knowledge this sheet is complete in all detail of importance for charting purposes, within the accuracy stated above, and no additional surveys are required.

Submitted by

D.B. BENNETT  
D.B. Bennett  
Draftsman

Assisted by

W.F. vonBuehren  
W.F. vonBuehren  
Draftsman

J.K. Batchelor  
J.K. Batchelor  
Draftsman

The estimated accuracy of 2 to 4 meters is too high for work on this scale. A better estimate is an accuracy of location of 0.3 mm. to 0.5 mm. on the scale of the compilation for intersected points and 0.3 mm to 1.0 mm for other detail.

B.G. Jones 7/11/35

LIST OF RECOVERABLE TOPOGRAPHIC STATIONS

(Includes all recoverable objects sufficiently prominent for use as hydrographic "fixes", shown as topographic stations with small black circles on the sheet and described on Form 524 by this party)

| Description  | Latitude |                | Longitude |                | Height<br>Approx. | Method<br>of Determination |
|--------------|----------|----------------|-----------|----------------|-------------------|----------------------------|
|              | °        | D.M.<br>Meters | °         | D.P.<br>Meters |                   |                            |
| PcR-36 (USE) | 40 47    | (1489)<br>362  | 74 08     | (182)<br>1275  | 8.5ft.            | A.P.T. 1934                |
| PcR-40 (USE) | 40 47    | (816)<br>1035  | 74 08     | (540)<br>867   | 3.0ft.            | A.P.T. 1934                |
| PcR-41 (USE) | 40 47    | (1539)<br>312  | 74 08     | (241)<br>1166  | 8.5ft.            | A.P.T. 1934                |
| PcR-43 (USE) | 40 47    | (1465)<br>386  | 74 08     | (262)<br>1145  | 5.0ft.            | A.P.T. 1934                |
| PcR-45 (USE) | 40 47    | (834)<br>1017  | 74 08     | (666)<br>741   | 4.0ft.            | A.P.T. 1934                |
| PcR-46 (USE) | 40 48    | (617)<br>1234  | 74 08     | (879)<br>527   | 7.8ft.            | A.P.T. 1934                |
| PcR-47 (USE) | 40 47    | (236)<br>1615  | 74 08     | (1009)<br>398  | 4.0ft.            | A.P.T. 1934                |
| PcR-48 (USE) | 40 48    | (327)<br>1524  | 74 08     | (899)<br>507   | 3.0ft.            | A.P.T. 1934                |
| PcR-56 (USE) | 40 49    | (1164)<br>687  | 74 07     | (698)<br>708   | 8.0ft.            | A.P.T. 1934                |
| PcR-63 (USE) | 40 49    | (1251)<br>600  | 74 07     | (809)<br>597   | 8.0ft.            | A.P.T. 1934                |
| PcR-65 (USE) | 40 49    | (854)<br>997   | 74 07     | (937)<br>469   | 3.0ft.            | A.P.T. 1934                |
| PcR-66 (USE) | 40 50    | (931)<br>920   | 74 07     | (816)<br>590   | 13.0ft.           | A.P.T. 1934                |
| PcR-67 (USE) | 40 49    | (322)<br>1529  | 74 07     | (1046)<br>360  | 4.0ft.            | A.P.T. 1934                |
| PcR-69 (USE) | 40 50    | (1802)<br>49   | 74 07     | (995)<br>411   | 4.0ft.            | A.P.T. 1934                |
| PcR-72 (USE) | 40 51    | (1400)<br>451  | 74 07     | (1088)<br>318  | 12.5ft.           | A.P.T. 1934                |
| PcR-73 (USE) | 40 50    | (981)<br>870   | 74 07     | (890)<br>516   | 13.0ft.           | A.P.T. 1934                |
| PcR-78 (USE) | 40 51    | (1162)<br>689  | 74 06     | (361)<br>1045  | 5.0ft.            | A.P.T. 1934                |
| PcR-79 (USE) | 40 51    | (1379)<br>472  | 74 07     | (1169)<br>237  | 12.5ft.           | A.P.T. 1934                |
| PcR-82 (USE) | 40 51    | (564)<br>1287  | 74 06     | (736)<br>670   | 8.0ft.            | A.P.T. 1934                |
| PcR-84 (USE) | 40 51    | (267)<br>1584  | 74 06     | (514)<br>892   | 5.5ft.            | A.P.T. 1934                |
| PcR-85 (USE) | 40 51    | (1091)<br>760  | 74 06     | (283)<br>1123  | 5.0ft.            | A.P.T. 1934                |
| PcR-89 (USE) | 40 51    | (641)<br>1210  | 74 06     | (840)<br>566   | 15.0ft.           | A.P.T. 1934                |
| PcR-91 (USE) | 40 51    | (199)<br>1652  | 74 06     | (550)<br>856   | 5.5ft.            | A.P.T. 1934                |

RECOMMENDED FOR CLASS "B" LANDMARK

|                       |       |                   |       |                  |        |                 |
|-----------------------|-------|-------------------|-------|------------------|--------|-----------------|
| Radio Tower<br>(WNEW) | 40 49 | (768.9)<br>1081.9 | 74 04 | (588.3)<br>817.6 | 425ft. | Theodolite Obs. |
|-----------------------|-------|-------------------|-------|------------------|--------|-----------------|

Note: A.P.T. denotes air photo topography.

## REVIEW OF AIR PHOTO COMPILATION T-5112 (1935)

September, 1935

### 1. Projection.

The projection has been checked in the office. No errors have been found.

### 2. Comparison with Contemporary Surveys.

There are no contemporary graphic control or hydrographic surveys in the compilation area.

### 3. Comparison with Previous Surveys.

T-3451 (1:5,000) 1914 and T-3452 (1:5,000) 1914.

These are detailed plane table surveys of the Passaic River showing adjacent buildings and streets. As far as can be determined without a scale comparison, there have been no major changes in this area. The compilation shows more streets and buildings than T-3451 and T-3452. The compilation is complete and adequate to supersede the areas covered on T-3451 and T-3452 except for the contours which are shown on the 1914 surveys.

### 4. Comparison with Charts.

The compilation area is covered on chart 287. No great change has been noted in the detail along the Passaic River. Detail on the compilation is carried further back from the river than the detail on the chart.

### 5. Recoverable Stations.

Recoverable stations on this compilation have been plotted and described on Form 524 by the field compilation party. Descriptions are not available in this office at present. They will be filed under T-5112 as soon as they are received.

### 6. Landmarks, Lights, and Beacons.

All landmarks shown on chart 287 are included on the compilation. See pages 5 and 6 of the descriptive report for additional landmarks recommended by the air photo compilation party. There are no lights or beacons along the Passaic River in this area. The aero beacon at the Teterboro airport is not shown on the chart and is not included in the 1935 Atlantic Coast Light List.

### 7. Additions and Corrections.

The field compilation party did not show the towers along the transmission line crossing the lower portion of the compilation. These towers have been added in the office. Those shown as recoverable stations have been located by radial intersection.

8. Remarks.

The drafting on this compilation is poor. It appears that the draftsman worked too hurriedly to produce the quality of work which is desired. Some time has been spent in the office touching up and redrawing where it seemed most necessary in order to produce a clearer print.

Respectfully submitted,

*V. R. Sobieralski*

9-7-35

*B. G. Jones*

## GEOGRAPHIC NAMES

Survey No. T-5112Date. 9-11-35Chart No. 287

Diagram No. \_\_\_\_\_

Approved by the Division of Geographic Names, Department of Interior. \*

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

| Status | Name on Survey               | Name on Chart | New Names<br>in local use | Names assigned<br>by Field | Location |
|--------|------------------------------|---------------|---------------------------|----------------------------|----------|
|        | <u>Garfield</u> ✓            |               |                           |                            |          |
|        | <u>Wallington</u> ✓          | Same ✓        |                           |                            |          |
|        | <u>Hasbrouck Heights</u> ✓   |               |                           |                            |          |
|        | <u>Passaic</u> ✓             | Same ✓        |                           |                            |          |
|        | <u>Delawanna</u> ✓           |               |                           |                            |          |
|        | <u>Carlton Hill</u> ✓        |               |                           | not on blue print          |          |
|        | <u>Wood Ridge</u> (buried) ✓ |               |                           |                            |          |
|        | <u>Carlstadt</u> ✓           |               |                           |                            |          |
| ✓      | <u>Nutley</u> ✓              | Same          |                           |                            |          |
|        | <u>Rutherford</u> ✓ ✓        | "             |                           |                            |          |
|        | <u>East Rutherford</u> ✓     |               |                           |                            |          |
|        | <u>Passaic River</u> ✓       | Same          |                           |                            |          |
|        | <u>Berry Creek</u> ✓         | "             |                           |                            |          |
|        | <u>Berry Creek Canal</u> ✓   | "             |                           |                            |          |
|        | <u>Lyndhurst</u> ✓           | "             |                           |                            |          |
|        | <u>Kingsland Creek</u> ✓     | "             |                           |                            |          |
|        | <u>Bellville</u> ✓           | "             |                           |                            |          |
|        | <u>Arlington</u> ✓           | Same          |                           |                            |          |
|        | <u>North Arlington</u> ✓     | "             |                           |                            |          |
| ✓      | <u>Sawmill Creek</u> ✓       | Same          |                           |                            |          |
|        | <u>Third River</u> ✓ ✓       | "             |                           |                            |          |
|        |                              |               |                           |                            |          |
|        |                              |               |                           |                            |          |





## REVIEW OF PHOTO TOPOGRAPHIC SURVEY NO. T 5112

Title (Par. 56)

Chief of Party R.C.Bolstad.

Compiled by See Page 2 of Compilers  
ReportProject New York Air Photo Compilation Instructions dated November 15, 1932  
Party No. 12

1. The survey and preparation for it conform to the requirements of the Topographic Manual. (Par. 8; and 16, a, b, c, d, e, g and i.) Paragraph 8 not applicable to this party.
2. The character and scope of the compilation satisfy the instructions and the "Notes on the Compilation of Planimetric Line Maps from Five Lens Aerial Photographs".
3. The control and adjustment of the radial plot were adequate. (Par. 12, 29.)
4. There is sufficient control on maps from other sources that were transmitted by the field party for their application to the charts. (Par. 28.)
5. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, 44.)
6. The representation of ~~low water lines, reefs, coral reefs and rocks~~ and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41.)
7. Important details shown on previous surveys and on the chart have been compared with this sheet and a statement has been entered in the report regarding the removal from the chart or change in position of important detail such as rocks, lights, beacons, prominent objects, bridges, docks, and structures along the water front.
8. The span, draw and clearance of bridges are shown. (Par. 16c.)
9. The data furnished by the Field Inspection is adequate.

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Use reverse side for extending remarks.

10. The descriptive report covers all details listed in the Manual, so far as they apply to this survey. (Par. 64, 65 and 66.)
11. The descriptive report also contains all additional information required in photo topography as prescribed in the instructions and in the "Notes on the Compilation of Planimetric Line Maps from Five Lens Aerial Photographs".
12. The descriptions of recoverable stations and references to shore line were accomplished on Form 524, and scaling of positions checked. (Par. 29, 30 and 57.)
13. A list of landmarks for charts was furnished on Form 567 and scaling of positions checked. (Par. 16d, e, 60.)
14. The geographic datum of the sheet is N.A. 1927 and the reference station is correctly noted. (Par. 34.)
15. Junctions with contemporary surveys are adequate.
16. Geographic names are shown on the sheet and are covered by the Descriptive Report. (Par. 64, 66k.)
17. The quality of the drafting is good. (Par. 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 45, 46.)
18. No additional surveying is recommended.

19. Remarks:

20. Examined and approved:

*Roswell C. Bolstad*  
Roswell C. Bolstad  
 Chief of Party

21. Remarks after review in office: *See review pages*

Reviewed in office by: *U. D. Sobieski*

*B. J. Jones*

Examined and approved:

*E. K. Green*  
 Chief, Section of Field Records

*L. O. Pollock*  
 Chief, Division of Charts

*F. B. Borden*  
 Chief, Section of Field Work  
*G. H. Hude*  
 Chief, Division of  
 Hydrography and Topography.