

5278

(Original)

15 m. each side
0.78

5278

Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Air-Photo
Topographic
~~Hydrographic~~

Sheet No. T-5278

State New Jersey

LOCALITY

Hackensack River,

Overpeck Creek.

1932
Date of Photographs: 1932

CHIEF OF PARTY

Roswell C. Bolstad - - Jr. H. & G. E.

Partially applied to drawing of chart 287 - Apr. 10, 1937 - J.T.W.
applied to new chart 287 - May 1938 J.S.L.

- 1 -
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. 64 **5278**

REGISTER NO. T-5278.

State New Jersey

General locality Hackensack River.

Locality Overpeak Creek.

Scale 1:10,000 * photographs - 5/18/32 & 7/3/32.
Date of ~~survey~~ 19

Date of Compilation - 3/14/36

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

Reviewed and recommended for approval - Roswell C. Bolstad
Chief of party Roswell C. Bolstad.

Surveyed by See STATISTICS SHEET, page 2 of this report.

Inked by R. L. Fisher.

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

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

Instructions dated November 15th., 1932.

Remarks: Compiled on a scale of 1:10,000 and printed by

photo-lithography.

...

*Temporary block line contact print
on scale 1:10,000*

* STATISTICS *

on

COMPILATION? FIELD NO. 64, REGISTER NO. T-5278.

Photographs No.	Date	Time.
- 66-26-1 to 66-26-6	May 18, 1932	
- 66-26-45 to 66-26-53	May 18, 1932	Not available.
66-47-6 to 66-47-14	July 3, 1932	
- 66-47-47 to 66-47-49	July 3, 1932	

	By	Date From	To
SCALE FACTOR (1.000)	R.C.Bolstad <i>R.C. Bolstad</i>	(Previously determined)	
PROJECTION	D.B.Bogart <i>D.B. Bogart</i>	6/26/34	
PROJECTION CHECKED	J.G.Albert <i>J.G. Albert</i>	6/26/34	
CONTROL PLOTTED	J.K.Batchellor <i>J.K. Batchellor</i>	7/7/34 - 7/8/34	
CONTROL CHECKED	D.B.Bogart <i>D.B. Bogart</i>	7/13/34 - 7/14/34	
TOPOGRAPHY TRANSFERRED (Junction)	D.B.Bennett <i>D.B. Bennett</i>	12/20/34	
TOPOGRAPHY CHECKED	(") R.C.Bolstad <i>R.C. Bolstad</i>	12/20/34	
SMOOTH RADIAL LINE PLOT	J.G.Albert <i>J.G. Albert</i>	6/24/35 - 6/29/35	
RADIAL LINE PLOT CHECKED	H.L.Hawkins <i>H.L. Hawkins</i>	6/29/35 - 7/3/35	
DETAIL INKED	<i>R.E. Fisher</i> R.E.Fisher	2/7/36 - 2/11/36	
PRELIMINARY REVIEW OF SHEET	R.C.Bolstad <i>R.C. Bolstad</i>	2/12/36 - 2/14/36	

AREA OF DETAIL INKED 27.7 Sq. Statute Miles (Land Area).

AREA OF DETAIL INKED 0.2 Sq. Statute Miles (Shoals in water area).

LENGTH OF SHORELINE (More than 200 m. from nearest opposite shore) 11.8 Statute Miles.

LENGTH OF SHORELINE (Rivers, sloughs, etc., less than 200 m. wide) 58.0 Statute Miles.

LENGTH OF STREETS, ROADS, TRAILS, RAILROADS, etc. 497 Statute Miles.

DATUM North American 1927

STATION APT 1932 Latitude 40°-51'-58.470" (1803.6m)
Longitude 74°-01'-51.371" (1203.1m)

Position of Datum Station in New Jersey
System of Plane Coordinates:
x = 2,175,037.98 ft
y = 741,147.64 ft.

COMPILER'S REPORT
for
AIR PHOTO TOPOGRAPHIC SHEET, FIELD NO. 64.

GENERAL INFORMATION.

The Air-photo Field Inspection report attached to the Descriptive report for compilation, register number T-5112, furnished the necessary information for the compilation of this sheet.

This sheet was compiled from single lens photographs taken by the Aero Service Corporation, 1612 Chancellor Street, Philadelphia, Pa. in the summer of 1932 (See STATISTICS SHEET) with a camera equipped with a special lens (Orthomessar, 8" focal length). The original negatives were on a scale of about 1:21,800, and enlargements were made to 1:10,000 scale by using the old topographic sheets to bring the image to the proper scale. No information was available in regard to the time of day at which the photos were taken; it appears no record was retained by the Corporation. The appearance of the shadows on the photographs will give some indication as to the approximate time of day.

CONTROL.

(a) Sources.

Control for the compilation of this sheet was obtained from the following sources:-

- (1) Triangulation by Lieut. R.W.Woodworth, 1930-33.
- (2) " " " C.A.Egner, 1930.
- (3) " " " , 1914.

All control was plotted on the North American 1927 Datum. The final office adjusted positions on this datum were used; where not available the field computation positions on a N.A. datum were used after being adjusted to the 1927 datum by applying a correction determined by comparisons between common stations on the two different datums.

(b) Errors.

In conducting the radial plot no errors in the above control were discovered.

(c) Discrepancies.

No control established by any other organizations was used in controlling the photo plot for this compilation.

COMPILATION.

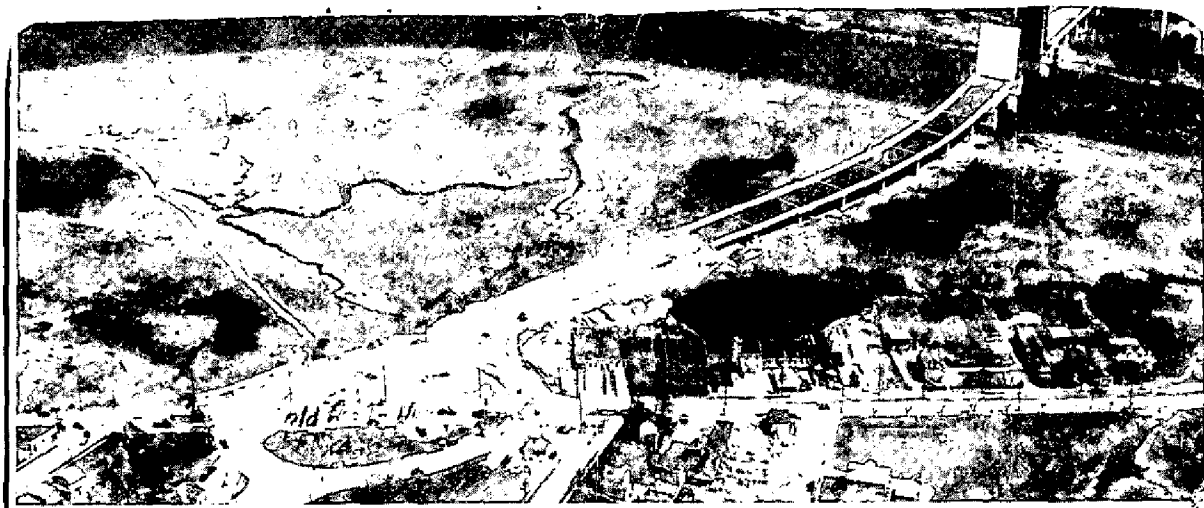
(a) Method.

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

(b) Adjustments of Plot.

Because of difficulty encountered in trying to make proper junction between this sheet and the 1-5,000 scale sheet no. 80 (Reg. No. T-5448) a taped-theodolite traverse was run between theodolite station LEON and

3 P.F.4



Traffic Circle. Routes Nos. 1 and 6, Ridgefield Park, Showing New State Highway Bridge Over Hackensack River

Photo taken from Official N.J. State Highway Map. Showing traffic Circle and Highway bridge over Hackensack River. Looking to Eastward.

triangulation station PARK (See page 4, Compiler's report for sheet T-5448). Also a three-point theodolite position, station LEON, was used to aid in establishing a strong plot in this area (See page 2a, Field Inspection Report attached to descriptive report for compilation T-5448.). This data was plotted on the 1-5,000 scale compilation, T-5448, and the area detailed properly. Reduced negatives at the scale of this compilation, 1-10,000, were then made and the junction detail and overlapping radial points were then traced on this sheet.

There is an appreciable amount of relief in this area and also some of the photographs show existing tilt which caused slight adjustments in the plot. However, it is believed that no excessive errors now exist in the plot because of these adjustments.

(c) Information from Other Sources.

Blueprints obtained from the railroad companies furnished information relative to complicated track systems.

(d) Interpretation.

No attempt has been made to show the street railway systems in the streets. However, at lat. $40^{\circ}-52.0'$, long. $73^{\circ}-59.4'$ to lat. $40^{\circ}-52.3'$, long. $74^{\circ}-00.8'$, there has been shown the trackage as it passes over the open area only; it has not been shown as it continues up the streets at each end.

This compilation does not join properly with the previous compilation, T-4568, compiled in the Washington office in 1931. It is evident adequate control for the inland area of T-4568 where it makes a junction with this sheet, was not available. An adjustment of T-4568 should be made by the Washington office compilers.

The double full line was used to indicate first class roads and streets (curb to curb), the double dashed line to indicate second class or poor motor roads, and the single dashed line to indicate exceedingly poor roads, trails and paths.

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

NAMES.

For all geographic names see the special tables included in the back of this report.

LANDMARKS.

The list of landmarks for this area were previously submitted by Lieut. R.W.Woodworth, 1930-33.

BRIDGES.

The bridge data for the bridges over the Hackensack River as shown on the overlay sheet for this compilation, was obtained from page 315 of the Atlantic Coast, Coast Pilot, Section B. The Patterson Plank Road bridge has been removed as has also the Bergen Turnpike bridge. The Bergen County traction (Hackensack) bridge has not been shown on this compilation as no sign of any such bridge is evidenced on the photographs.

The bridge data for Overpeck Creek as shown on the overlay sheet for this compilation was obtained from page 322 of the book "List of Bridges over the Navigable Waters of the United States, 1927" by the U.S.E.D. There is also

see review at back of this report

a new highway bridge at lat. $40^{\circ}-50.7'$, long. $74^{\circ}-00.7'$ which has been shown on the compilation sheet but for which no clearance data is available. It appears on photo 66-47-10 and under the stereoscope appears to be a bascule bridge with a horizontal clearance of 68 feet (20.7 meters).

RECOMMENDATIONS FOR FURTHER SURVEYS.

The compilation of this sheet is believed to have a probable error of not over 2 meters in position for well defined detail of importance for charting, and not over 4 meters for other detail. It is understood the widths of railroad tracks, roads and similar detail may be slightly exaggerated in order to keep the detail clear and to avoid closing up of lines during the photo-lithographic process. *See review at back of this report*

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

Submitted by-

2/12/36.

R. L. Fisher
R. L. Fisher, Draftsman.

LIST OF RECOVERABLE STATIONS.

This list includes all recoverable objects shown by a small black circle on this compilation. They have all been described on form 524 and are submitted with this report. Their position was determined by the photo plot.

NAME	LATITUDE	LONGITUDE
HK-75 (U.S.E.) (Tri. cut in conc. sidewalk)	40°-52.7'	74°-02.4'
HK-76A (U.S.E.) (Bolt in concrete)	-52.7'	-02.5'
HK-78 (U.S.E.) (Bolt in conc. filled tile)	-53.0'	-02.3'
HK-81 (U.S.E.) (Bronze plug in conc. walk)	-53.5'	-02.2'
HK-70 (U.S.E.) (Brass plug in conc. filled tile)	-52.3'	-02.2'
HK-65A (U.S.E.) (Brass screw in conc. slab)	-52.1'	-02.1'
Park-Sub (U.S.E.) (Bronze mark in tile)	-51.4'	-01.8'
OC-18 (U.S.E.) (Pipe in conc. monument)	-50.6'	-01.5'
OC-14 (U.S.E.) (Pipe in conc. Monument)	-50.4'	-01.0'
OC-11 (U.S.E.) (" " " ")	-50.4'	-00.6'
OC-5 (U.S.E.) (" " " ")	-51.2'	-00.2'
OC-7 (U.S.E.) (" " " ")	-51.0'	-00.3'
OC-9 (U.S.E.) (" " " ")	-50.7'	-00.5'
Chy. (Uman's Bleachery) (about 150 ft. high)	-52.6'	73-59.4'
Chy. (Holy Name Hospital)(about 150' high)	-52.9'	74-00.8'

⊗ investigation shows that this highway which crosses the river is named Anderson St on the west side of the river and Cedar Lane on the east side - as U.S. referred to Bridge as Anderson St. Bridge. This is being charted as such for July 1938.

Decisions

1	* Shown as "Anderson St." bridge. (*)	
2	* Shown as "N.Y.S. & W.R.R." only. Is operated by Erie R.R.Co.	
3	* Shown as "Erie R.R." only. ** Shown as "N.J. & N.Y.R.R." only. Is operated by Erie R.R.Co.	
4	* Shown as "W.S.R.R." only. Operated by N.Y.C.R.R.Co. - also verified by track traverse blueprints.	
5	* Shown as "N.R.R. of N.J.". Operated by Erie R.R.Co. (N. for Northern)	
6	Also has P.O. ✓	
7	Also has P.O. ✓	
8		
9		
10		
11	called "Upper Mudabock" on Geol. Survey of N.Y. (Hickman-Sack sheet)	
12	Shown as "Bellmans Creek" on West Shore R.R. track traverse blueprints. and "Upper Mudabock" on Geol. Survey of N.Y. (Hickman-Sack sheet)	
13	his name is really on the border line of correctness: it barely "gets by." In all	Cromakill
14	correctness it should be CROMA KILL, for the word "CREEK" is a redundancy; but since	
15	the USGS and chart 287 both use it as one word I do not see reason for change, involving GN decision, etc. (RBT)	
16	Sheet 5277 line F35	
17		
18		
19	* Obtained from track traverse blueprints of the West Shore R.R. (N.Y.C.R.R. Company). no other source found	
20	T1398/143 Ten neck	TE99665
21		
22		
23		
24		
25		
26		
27		

GEOGRAPHIC NAMES
Survey No. T-5278
Air Photo Compilation.

GEOGRAPHIC NAMES		287		Field		PORT OF		N. J.		Official	
Survey No. T-5278		On Chart No. 287		Inspection Party N.Y. City		P. O. Guide		Rand McNally Atlas		U. S. Light List	
Air Photo Compilation.		On U. S. quadrangle Maps		From local information		AUTHOR- M&PS.		MADE.		State Map.	
Name on Survey		A	B	C	D	E	F	G	H	K	No.
Cedar Lane	*				✓	✓	✓			✓	1
N.Y.S. & W.R.R. (Erie R.R.)	*			✓	(4 men)	✓				✓	2
N.J. & N.Y.R.R. (Erie R.R.)	*			**	(5 men)	✓				✓	3
West Shore R.R. (N.Y.C.R.R.)	*			✓	(5 men)	✓	✓			✓	4
N.R.R. of N.J. (Erie R.R.)	*			✓	(3 men)	✓	✓			✓	5
Bogota	✓	✓	✓	✓	(3 men)	✓	✓	✓		✓	6
Hackensack	✓	✓	✓	✓	(4 men)	✓	✓	✓		✓	7
Ridgefield Park	✓	✓	✓	✓	✓	✓	✓	✓		✓	8
Little Ferry	✓	✓	✓	✓	(3 men)	✓	✓	✓		✓	9
Overpack Creek	✓	✓	✓	✓	(5 men)	✓		✓		✓	10
Losen Slope Creek	✓	✓	✓	✓	✓	✓					11
Bellman Creek	✓	✓	✓	✓	✓	✓					12
Cromackill Creek	✓	✓	✓	✓	✓	✓					13
Mill Creek	✓	✓	✓	✓	✓	✓					14
Moonachie Creek	✓	✓	✓	✓	✓	✓					15
Boss Creek	✓	✓	✓	✓	✓	✓					16
Hackensack River	✓	✓	✓	✓	(4 men)	✓	✓	✓		✓	17
Garretts Reach	✓	✓	✓	✓	✓	✓					18
Garretts Reach	✓	✓	✓	✓	✓	✓					19
Teaneck	✓	✓	✓	✓	(5 men)	✓		✓		✓	20
Leonie	✓	✓	✓	✓	(4 men)	✓	✓	✓		✓	21
Gas Works Creek	✓	✓	✓	✓	✓	✓					22
Moonachie	✓	✓	✓	✓	✓	✓		✓		✓	23
Englewood	✓	✓	✓	✓	✓	✓		✓			24
NOTE:- Names of Streets, roads, highway routes, etc. shown on this compilation were obtained from - The Port of New York R.R. Terminal Map, R.R. blueprints, N.J. State official highway map, road signs and New York City Map, Board of Estimate and Apportionment											
Palisades Park	✓	✓	✓	✓	✓	✓					26
Ridgefield	✓	✓	✓	✓	✓	✓					27
Fairview	✓	✓	✓	✓	✓	✓					28

Names underlined in red approved
by P.R.N. on 7/10/36

REVIEW OF AIR PHOTO COMPILATION T-5278

Scale 1:10,000

Comparison with Graphic Control Surveys

There are no graphic control surveys in this area

Comparison with Previous Topographic Surveys

T-4568, Scale 1:5,000 (1931)

T-4568 is an air photo compilation which joins this compilation along the northerly part of the eastern edge. As stated on page 4 paragraph (d), this compilation does not make perfect junction with T-4568. The roads, trails, etc. offset as much as 1 mm. This discrepancy is due to lack of control on T-4568. Much relief is present in this area to aggravate this condition. T-4568 will be ^{corrected} ~~connected~~ and reprinted when this and adjoining sheets are published.

T-3492, Scale 1:5,000 (1915)

T-3492 is a planetable survey of the area covered by the upper half of the compilation. The area surveyed was limited to about 1 mile from the shore of the Hackensack River. As T-3492 and the compilation are on different scales no direct comparison is made. The general correspondence of detail is good. Changes in culture have taken place since the date of T-3492. Except for contours and a few commercial names, the compilation is adequate to supersede T-3492 throughout its entire area.

T-1398 b, Scale 1:10,000 (1872)

T-1398 c, Scale 1:10,000 (1873-74)

T-1398b and T-1398c are combined topographic and hydrographic surveys. Except for contours the compilation is adequate to supersede T-1398b and T-1398c in all points of detail throughout the area common to the compilation and T-1398b and T-1398c.

Comparison with Hydrographic Surveys

There are no contemporary Hydrographic Surveys in this area.

Bridges

~~The~~
~~No~~ draw bridges on this sheet are shown with the usual open symbol indicating the location and extent of the draw span. This information has been applied in this office. All data given correspond with the U. S. E. Bridge List for 1935.

The statement made on page 4 of the preceding report in the paragraph "Bridges" in discussing the trolley bridge over the Hackensack River at Hackensack that, "no sign of any such bridge is evidenced on the photographs" is not true. The bridge is perfectly visible on the photographs and has a U. S. Engineers triangulation station at one end and a U. S. C. & G. S. triangulation station at the other. The description of both stations mentioned the bridge. The C. & G. S. station was used in the plot and the U. S. E. station was cut in by the plot and a position submitted on Form 524. Both stations were located on the photographs.

The highway bridge carrying Route 6 over Overpeck Creek is in effect a fixed bridge at the present time but it has been constructed with a bascule draw and with the stipulation that operating machinery shall be installed on notice by the Secretary of War.

Landmarks and Aids to Navigation

No aids to navigation are charted on this area.
All charted landmarks appear on the compilation.

Comparison with Chart 287

The compilation shows much more inshore detail than does Chart 287.

The approaches to the new Route 6 bridge between Little Ferry and Ridgefield Park are not shown on Chart 287.

~~Other than slight revisions of street layouts and the additions mentioned above, few changes are necessary on Chart 287 to bring it into agreement with the compilation.~~

General

The accuracy of this compilation would better be stated as 0.2 mm. to 0.5 mm. for intersected points and 0.2 mm. to 0.8 mm. for other detail.

See also opposite page.

Ralph Moore Berry

B. G. Jones

REVIEW OF AIR PHOTO COMPILATION NO. T-5278

Chief of Party: Roswell C. Bolstad

Compiled by: (See page 2).

Project: Air Photo Compilation Party # 12 Instructions dated: Nov. 15, 1932.

- ✓ 1. The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b, c, d, e, g and i; 26; and 64)
- ✓ 2. Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g, n)
- ✓ 3. Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d, e)
- ✓ 4. Blue-prints and maps from other sources which were transmitted by the field party contain sufficient control for their application to the charts. (Par. 28) *None have been nullified*
- ✓ 5. Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report. *No contemporary surveys.*
- ✓ 6. The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c, h, i)
- ✓ 7. High water line on marshy ~~and mangrove~~ coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

- ✓8. The representation of low water lines, ~~water, coral reefs and rocks~~, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)
- ✓9. Recoverable objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)
- ✓10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)
- ✓11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)
- ✓12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)
- ✓13. The geographic datum of the compilation is N.A. 1927 and the reference station is correctly noted.
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j) No (See page 4, Interpretation).
except with 54563.
15. The drafting is *projection poorly inked ckg* satisfactory and particular attention has been given the following:
 - ✓1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.
 - ✓2. The degrees and minutes of Latitude and Longitude are correctly marked.

- ✓3. All station points are exactly marked by fine black dots.
- ✓4. Closely spaced lines are drawn sharp and clear for printing.
- ✓5. Topographic symbols for similar features are of uniform weight.
- ✓6. All drawing has been retouched where partially rubbed off.
- ✓7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground.

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

✓16. No additional surveying is recommended at this time.

✓17. Remarks:

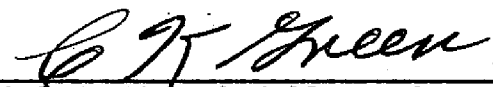
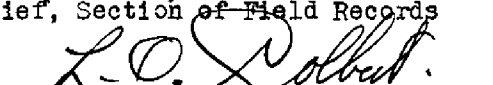
✓18. Examined and approved;

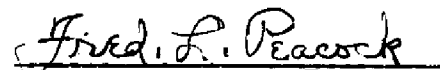


Roswell C. Bolstad,
Chief of Party

19. Remarks after review in office:

Reviewed in office by: *R M Berry* ✓ *W J Jones*

Examined and approved:


Chief, Section of Field Records

Chief, Division of Charts


Chief, Section of Field Work

Chief, Division of Hydrography
and Topography.