

no landmarks letter

Ori. 1

8493

Diag'd. on diag. ch. No. 1218-2

1218-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Air Photographic Topographic

Field No. _____ Office No. T-8493

Hariz. Body Test. Rio Grande

LOCALITY

State New Jersey

General locality Delaware Bay

Locality Rio Grande, New Jersey

1943

CHIEF OF PARTY

Fred. L. Peacock

LIBRARY & ARCHIVES

DATE January 12, 1948

8-1870-1 (1)

8493

DATA RECORD

T- 8493

Quadrangle (II):

Project No. (II):

7½ minute

CS-302-A

Field Office:

Chief of Party:

Sanford, Maine

F. L. Gallen

Compilation Office:

Chief of Party:

Baltimore, Maryland

Fred. L. Peacock

Instructions dated (II III):

Copy filed in Descriptive

March 18, 1943

~~Report No. T-~~ (VI)

Supplemental; Sept. 24, 1943

Div. Photogram. Office Files

Completed survey received in office; 24 July 1943

Reported to Nautical Chart Section:

Reviewed:

12/4/43

Applied to chart No. 1218

Date: 9 Aug 1946

Redrafting Completed: 17 Jan 1944

Registered:

Jan 1948
~~Sept 1947~~

Published:

1944

Compilation Scale: 1:20,000

Published Scale: 1:25000

Scale Factor (III): none

Geographic Datum (III): N. A. 1927

Datum Plane (III): Mean Sea Level

Reference Station (III): COXALL, 1933

Lat.: 39° 00' 47.125" 1453.2m Long. 74° 57' 01.825" 43.9m
Adjusted
Unadjusted

State Plane Coordinates (VI): New Jersey, Single Zone

X = 1,919,345.41 feet

Y = 65,593.62 feet

Military Grid Zone (VI)

"A"

PHOTOGRAPHS (III)

| <u>Number</u> | <u>Date</u> | <u>Time</u> | <u>Scale</u> | <u>Stage of Tide</u> |
|---------------|-------------|-------------|--------------|----------------------|
| 13371 | 4/4/43 | 2:48p.m. | 1:20,000 | 0.5' below M. L. W. |
| 13372 | 4/4/43 | 2:48p.m. | 1:20,000 | 0.5' below M. L. W. |
| 13373 | 4/4/43 | 2:48p.m. | 1:20,000 | 0.5' below M. L. W. |

Used for revision of original compilations (T-5649-50, 1936 from 1932 photos.

Tide from (III): Tables of predicted tides, reference station, Breakwater Harbor,
New Jersey with time correction for Miami Beach, New Jersey
Mean Range: 5.1' Spring Range: 6.1'

Camera: (Kind or source) U. S. Coast & Geodetic Survey nine lens camera (focal
length 8 $\frac{1}{2}$ ")

Partial and contours
/Field Inspection/by: Morris W. Burr date: Spring, 1943

Field Edit by: Wendell Bever, Jr. Top. Eng. date: —

Date of Mean High-Water Line Location (III):

Same as date of photographs

Projection and Grids ruled by (III) Washington Office date: Unknown

" " " checked by: Washington Office date: Unknown

Control plotted by: Unknown Control as plotted on
original planimetrics date: Unknown

Control checked by: Unknown date: Unknown

Radial Plot by: None date:

Detailed by: Hulda K. Sellingsloh date: June 19 to July 22, 1943

Reviewed in compilation office by: William H. Van Loon date: July 21 to 23, 1943

Elevations on Field Edit Sheet
checked by: Wendell Bever date: Oct. 1943

STATISTICS (III)

Land Area (Sq. Statute Miles); $21\frac{1}{2}$

Shoreline (More than 200 meters to opposite shore); 7 Statute Miles

Shoreline (Less than 200 meters to opposite shore); None

Number of Recoverable Topographic Stations established; None

Number of Temporary Hydrographic Stations located by radial plot; None

Leveling (to control contours) - miles; Unknown

Roman numerals indicate whether the item is to be entered by,

(II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname
and initials (not initials only).

Remarks: This survey used the original planimetric surveys of
the area as a base, new details being added in the
field as required.

T-564950(1932 photos), compiled in 1936

General Procedure in the Production of Topographic
Quadrangles for the War Department

7-8493

This quadrangle, together with similar adjoining maps produced under Project C.S. 301A, was prepared by the Coast and Geodetic Survey for the War Department under "General Specifications for War Department Mapping Program" issued about December 1941, in which is incorporated the "Standard of Accuracy for a National Map Production Program" issued by the Bureau of the Budget under date of June 10, 1941.

The general procedure in the production of this and the adjoining quadrangles was:

PREPARATION OF BASE MAPS

Assembly into quadrangle base sheets by photographic means of previously produced planimetric maps of the area. These maps were compiled by this Bureau from aerial photographs taken in 1932 and were published in on the scale of 1:20,000. Lithographic prints of the quadrangle base sheets on cloth-mounted paper were furnished to the field parties and similar prints in red ink on celluloid sheets were furnished to the compilation office.

FIELD SURVEYS

Aerial photography with the Coast and Geodetic Survey nine-lens camera, with airplane and flight crew furnished by the U. S. Coast Guard. The photographs were taken to the scale of 1:20,000.

Ground inspection of the photographs for identification of control points, and classification and clarification of planimetric details on the photographs. The field parties were permitted to make field inspection notes either on the photographs or on the planimetric base sheet. *The photographs were not used by the field inspection party on this quadrangle.*

Contouring by planetable, directly on the ~~photographs or on the planimetric base sheet at the option of the field party. The contouring for this quadrangle was done on the~~

Planimetric Base sheet.

Supplementary vertical control was established by means of an extensive subordinate level net, furnishing unmarked elevations at road intersections, driveways, and numerous other points identifiable on the photographs.

COMPILATION OF MANUSCRIPT

Revision of the planimetric base map from the new photographs and addition of contours and corrections obtained by the field parties. No radial plot was made for this work.

FIELD EDIT

Comparison of a copy of the corrected manuscript with the ground. This included inspection for completeness and accuracy as well as the location by planetable methods of additional details, checking of nautical and aeronautical aids to navigation, etc.

Accuracy Tests - Application of systematic horizontal and vertical accuracy tests to check the maps for conformity with the specifications. These tests consisted of comparison of the map position and elevation of selected random points with the true position and elevation as independently determined by standard survey methods.

PROCESSING IN THE WASHINGTON OFFICE

Review - Examination of the manuscript for accuracy and completeness of compilation and compliance with specifications, correcting where necessary; addition of military and state grids and other special features; and verification of the general adequacy of the manuscript as a basis for the production of a finished map.

Drafting and Reproduction - Preparation of smooth color separation drawings on 1:20,000 scale on metal-mounted "blue-line" copies of the manuscript. From these drawings, negatives and printing plates were prepared for reproduction of the finished map on the scale of 1:31,680 or 1:25,000.

FIELD INSPECTION REPORT
QUADRANGLE T-8493
PROJECT CS-302-A
F. L. GALLEN, Chief of Party

1. DESCRIPTION OF AREA:

The area covered by this Quadrangle lies in Cape May County, New Jersey. It consists of swamp, marshy areas, sand dunes along the Coast, well developed farms along the highways and timberland over the rest. Drainage is very poor as there are few creeks. There is no well developed drainage away from the main creeks. Elevations range from 2 feet in the marshes to 26 feet along the east edge. The soil is light and sandy and in general, poor. Along the coast there are several real-estate divisions. They are not incorporated, but belong to business companies. Some of these divisions are well built up but others have only a few houses. They have well developed street systems. The streets are generally hard surfaced. The timber consists of heavy deciduous trees and brush along the coast and creeks. There is pine scattered among the deciduous trees on the higher ground. The Mosquito Control C.C.C. Camp No. 23 has been taken over by the army. New buildings have been built and other improvements made. A new airport has been built in the south central portions of the Quadrangle. There have been many new roads constructed in this area.

2. COMPLETENESS OF FIELD INSPECTION:

The field inspection is not complete as the compilations were not adequate to do a complete job. Trees and roads were classified when encountered in contouring. Nothing else in the way of field inspection was done. No attempt was made to locate drainage, as this is to be done in the compilation office and by the field edit party. All field inspection will be done by the field edit party on the few compilations to be made for this area.

3. INTERPRETATION OF THE PHOTOGRAPHS:

No photos were used at this time.

4. HORIZONTAL CONTROL:

No horizontal control work was done by this party.

5. VERTICAL CONTROL:

A Coast and Geodetic Survey first order level line followed the abandoned Pennsylvania Railroad through the South East corner of the Quad, but all the bench-marks were destroyed. A New Jersey State Geodetic bench-mark was recovered and used for vertical control in this Quadrangle. Supplemental levels were run between bench-marks along the main roads and elevations were left on readily identifiable points. There are no unadjusted closures over .35 of a foot.

NJGS BM 2742
2791
2792
2795
2797
2799
5719
5720
5722
8758

6. CONTOURS AND DRAINAGE:

Contours were located by standard plane-table methods. Bench-mark and supplemental level points were used to control the contour. Several depression contours are shown that were not shown by previous topographic surveys. Drainage is very poor. Several large creeks drain into the bay on the West. They are affected by the tides almost to their beginnings. There is very little secondary drainage running into these creeks. Consequently, this makes a very poor drainage pattern.

7-13. These paragraphs do not apply to this Quadrangle.

14. ROAD CLASSIFICATION:

All roads shown on the compilation and encountered while doing topography were classified. Many new roads have been built and do not show on the compilation.

15. BRIDGES AND CULVERTS:

No bridges or culverts were classified. No bridges on sheet.

16. BUILDINGS AND STRUCTURES:

No buildings or structures were classified or shown.

17. BOUNDARY MONUMENTS AND LINES:

No boundary monuments were found. Local engineers contacted said no political boundaries were monumented. The airport boundaries were unmonumented. Corners were marked by temporary stakes. The four main corners are shown. They were located by plane-table stadia shots. Political boundaries are all shown. They were obtained by the use of a County map, a map (if one existed) of each political sub-division, by consulting county officials and local surveyors, and in some cases by consulting local inhabitants in the field. It is believed the political boundaries are complete.

18. GEOGRAPHIC NAMES:

Geographic names were obtained or verified. The Geographic Names Department will submit a separate report.

19. JUNCTIONS:

Junctions with T-8494 on the East, T-8495 on the South have been made and are in agreement. There were no contemporary surveys made on the north.

20. PHOTOGRAPHS USED:

No photos were used.

Approved and forwarded:

F. L. Galen
F. L. Galen
Chief of Party

Submitted by,

Morris W. Burr
Morris W. Burr,
Engineering Aid

WILDWOOD,
U. S. NAVAL AIR STATION, RIO GRANDE, N. J.

This airfield was started by the C.A.A. and the Army Engineers were supervising the building for the first agency. The Navy later decided to make use of the airfield to train flight groups for carriers and began the construction of buildings. The runways are still under the supervision of the Army Engineers while the Navy maintains jurisdiction over all other phases of the work. The Acting Commanding Officer was contacted and maps were obtained showing the layout of runways and buildings. The Acting Commanding Officer indicated no objection to showing runways but asked that the buildings be shown as a "building area" and that individual buildings not be shown.

It is thought that with the information supplied by the map and with a few additional points obtained by the contouring party the entire reservation may be transferred to the map manuscript. All of the work has been done on a system of coordinates and these coordinates may be tied in to the map manuscript by reference to the runways which should appear on the photographs. The original airport site did not include the present building area but the land was later acquired by the Navy and the boundary sketch has been changed to show this acquisition.

The contours as shown on the maps obtained from the Army Engineers are final contours as they will be after construction is completed and can be taken direct from the map without additional field work.

12/4/43

In accordance with instructions from Major Kendal of the Army C. of E. in regard to Naval Air Fields, all installations and buildings will be shown on the published quad. except the runways.

Benon

It was later decided that the runways be shown
1398. 1/48.

Compilation Report

26 CONTROL:

Two Triangulation Stations appear on this map manuscript. They are as follows:

COXALL, 1933
DIAS, 1933

One Triangulation Station, namely, REEDS, 1933, falls within $\frac{1}{4}$ minute to the North of this map manuscript. The compilation office is without any data regarding the recovery of these Triangulation Stations.

27 RADIAL PLOT:

No radial plot was run for this map manuscript as instructions dated March 18, 1943 require only the revision of the 1936 planimetric compilation of the area, to the date of the nine lens photographs taken in April, 1943 and the addition of 20' contours as determined by the field party.

28 DETAILING:

The compilation office was furnished by the Washington Office a red-line print of the 1936 compilation on celluloid. The planimetric detail on this red-line print was to be revised to the date of the 1943 nine lens photographs. The field party furnished the compilation office a red-line print of the 1936 compilation on Whatman paper showing partial field inspection. Contours and elevations were also shown on this red-line print. The nine lens photographs were oriented under the red-line celluloid print using points of common detail for this purpose. The center chambers of the photographs were used wherever possible. The red-line print on celluloid, was revised to the date of the 1943 photographs. 7-5849-50

It was found necessary after stereoscopic inspection of the photographs, to relocate boundaries of swamp and marsh areas. Changes were made in drainage, due to a number of additional ditches being constructed in the marsh and swamp areas since the 1936 compilation. In certain areas, where drainage could not be accurately determined at the compilation office, the 1936 interpretation was accepted. In addition, there has been shown on the map manuscript, by the dot-dash symbol, drainage of minor importance which was not shown on the 1936 compilation. Changes were made in the shoreline where ever stereoscopic examination of the photographs showed that the shoreline had receded or built up since the 1936 compilation.

28 DETAILING: (cont'd)

New roads and streets have been added and all buildings except small out-buildings have been shown. The compilation office is without information as to locations of public buildings and therefore these could not be designated on this map manuscript.

The limits of the original red-line print on celluloid, which is somewhat larger in area than the $7\frac{1}{2}$ minute quadrangle designated for this survey, has been corrected to the limits of the $7\frac{1}{2}$ minute quadrangle only. Corrections outside this $7\frac{1}{2}$ minute quadrangle, will be made on adjoining map manuscripts.

29 SUPPLEMENTAL DATA:

The compilation office was furnished, by the field party, a set of four blue prints made by the U. S. Engineers Office showing the Cape May, New Jersey airport. An additional white print, made by the Navy Department, Bureau of Yards and Docks; of the same airport was also furnished by the field party.

The following previous Topographic surveys cover portions of this map manuscript:

T-153, - 1842, Scale 1:10,000
T-1549a - 1883, Scale 1:20,000
T-5649 - 1936, Scale 1:10,000
T-5650 - 1936, Scale 1:10,000

Surveys T-5649 and T-5650 only were available to the compilation office.

30 MEAN HIGH-WATER LINE:

The stage of tide of all nine lens photographs furnished the compilation office was computed and found to be at Mean Low Water.

31 LOW-WATER AND SHOAL LINES:

All low-water lines along the Delaware Bay have been shown. No shoal lines are visible on the nine lens photographs.

32 DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

No offshore details were observed on the nine lens office photographs and none are shown by field inspection.

33 WHARVES AND SHORELINE STRUCTURES:

All piers, docks and wharves visible on the nine lens office photographs were detailed. All piers not visible on the office photographs were deleted with reference thereto made on the discrepancy overlay.

34 LANDMARKS AND AIDS TO NAVIGATION:

The compilation office has not been furnished any data on landmarks and aids to navigation in the area of this map manuscript.

35 HYDROGRAPHIC CONTROL:

The compilation office is without data as to any recoverable hydrographic control stations in the area of this map manuscript.

36 LANDING FIELDS AND AERONAUTICAL AIDS:

The Cape May, New Jersey, Airport, in the vicinity of Rio Grande, has been detailed on this map manuscript. This airport is also known as the U. S. Naval Air Station, Rio Grande, New Jersey. This air field has been detailed as requested in a memorandum furnished by the field party which is attached to this descriptive report. The boundary limits, runways, building areas and contours have been shown.

37 DISCREPANCY OVERLAY:

A discrepancy overlay has been prepared to accompany this map manuscript. On it are shown a set of general notes which would aid the field edit party in the interpretation of abbreviations and symbols shown on this map manuscript. Also a few notes have been shown regarding clarifications of interpretation of the office photographs by the compilation office.

38 GEOGRAPHIC NAMES:

The compilation office has not received any geographic name data. All geographic names shown on the original red-line print on celluloid have been retained. The Geographic Names Unit of the Field Party will submit a separate report on geographic names for this map manuscript.

LA
S.R.37

39 HORIZONTAL ACCURACY:

In view of statements in the instructions for Project CS-302, dated March 18, 1943, this map manuscript is assumed to meet the requirements of horizontal accuracy for War Mapping. *See end of book.*

40 RECOMMENDATIONS FOR FUTURE SURVEYS:

The planimetric detail as presented on this map manuscript is believed to be complete, but is subject to field edit for corrections, additions and deletions.

41 JUNCTIONS:

Complete satisfactory junctions were made with the following map manuscripts:

To the East, with Map Manuscript for Survey No. T-8494
To the South, with Map Manuscript for Survey No. T-8495
To the West, is the Delaware Bay

The compilation office is without information as to any contemporary survey bordering Survey No. T-8493 to the North.

42 REMARKS:

The field inspection party furnished an adequate description of the area covered by this map manuscript in the field report which is attached to this descriptive report.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Comparison was not made with Surveys No. T-5649 and T-5650 because the red-line compilation on celluloid of the 1936 Survey is a reproduction on a reduced scale of these two surveys. No other topographic quadrangles were available to the compilation office for comparison.

45 COMPARISON WITH NAUTICAL CHARTS:

Comparison was made with Nautical Chart No. 1218, issued January, 1942, corrected July 15, 1943. The following differences were noted:

- (1) Several new roads are shown on the map manuscript which have been constructed since Nautical Chart 1218 was compiled.

45 COMPARISON WITH NAUTICAL CHARTS: (cont'd)

- (2) Complete limits of Dias Creek and Marsh area in vicinity thereof which appear on 1943 nine lens photographs, do not appear on the nautical chart.
- (3) Complete limits of Greens Creek as it appears on office photographs is not shown on the Nautical Chart.
- (4) Complete limits and drainage of Fishing Creek and Marsh area in vicinity thereof, as it appears on office photographs, is not shown on the Nautical Chart.
- (5) Several ponds which appear on the office photographs are not shown on the Nautical Chart.

Respectfully submitted,
July 23, 1943

Hulda K. Sellingsloh
Hulda K. Sellingsloh
Air Photographic Observer

Map Manuscript, Discrepan-
cy Overlay & Descriptive
Report. Reviewed by:

William H. VanLoon
William H. VanLoon
Pr. Photogrammetric Aid

Compilation of Map Manu-
script Supervised by:

J. Edward Deal, Jr.
J. Edward Deal, Jr.
Asst. Photogrammetric Eng.

and

Joseph Steinberg
Joseph Steinberg
Asst. Photogrammetric Eng.

Approved & Forwarded:
July 24, 1943

Fred. L. Peacock
Fred. L. Peacock
Commander, C & G Survey
Officer-in-Charge
Baltimore Photogrammetric Office

MEMORANDUM

Subject: Field Edit for Project 302 A

The compilation procedure on this project was somewhat different from usual and will necessitate a different procedure during the field edit.

This area was covered with planimetric maps compiled in 1936. The area was also photographed with the nine-lens camera in 1943.

Quadrangle manuscripts were assembled from the 1936 planimetric maps and were furnished to the field party, together with a field set of the 1943 nine-lens photographs. However, the field party made little or no use of the photographs and did only such work as could be carried out conveniently on the assembled manuscripts. Leveling and contouring were completed. Roads, except for new ones not shown on the assembled quadrangles, were classified. Otherwise, the field inspection of planimetric details was not complete.

The Photogrammetric Office was furnished prints on celluloid of the assembled quadrangle manuscripts. The Photogrammetric Office then corrected and added to details from the field surveys and from the photographs (without field inspection.)

The celluloid manuscripts will be reproduced and copies furnished for field edit. The field edit must include a careful inspection of buildings since manuscript corrections have been made in the Photogrammetric Office without previous field inspection.

High water line has been corrected in a number of cases without field inspection. This must be verified by the field edit at the inlets where large changes have occurred. The photographs were taken at low water and the Photogrammetric Office in making the corrections had no means of determining the high water line on the wide, sandy beaches.

With reference to paragraph 15 of the project instructions, no position could be obtained for the state traverse monuments. Therefore, horizontal accuracy tests will be necessary during the field edit.

With reference to paragraph 5 of the project instructions, the revisions to planimetric maps resulting from hydrographic surveys subsequent to 1936 were furnished to the Photogrammetric Office and have been incorporated on the celluloid manuscripts.

Corrections and additions by the field edit may be made either on the field edit sheets or on the field photographs. Supplemental instructions will state whether the data are to be forwarded to the Photogrammetric Office or to Washington upon completion of the field edit.

FROM WAR MAPPING FIELD PARTY NO. 2

FIELD EDIT REPORT

QUADRANGLE T-8493

PROJECT CS 302 A

R. L. Scheppe, Chief of Party

1. DESCRIPTION OF AREA: See field inspection report.
2. COMPLETENESS OF FIELD INSPECTION: See field inspection report.
3. INTERPRETATION OF THE PHOTOGRAPHS: The photographs were clear and easily interpreted. See field inspection report.
4. HORIZONTAL CONTROL: See instructions for Project CS 302 A.
5. VERTICAL CONTROL: Seven descriptions, Form 685, are being submitted for New Jersey Geodetic Survey bench marks which were not recovered during field inspection. All other vertical control was recovered during field inspection and were submitted at that time, to the Washington office.
6. CONTOURS & DRAINAGE: In the vicinity of Lat 39 01' Long 74 54' the contours of this survey were adjusted by planetable to make suitable junction with the contours of the U. S. Naval Air Station. Drainage features were checked for discrepancies and found to be complete and accurate as shown. ** The 20' contour west of the airfield was not completed in the field but was added by the reviewer by use of spot elevations and stereoscopic examination of photographs.*
7. MEAN HIGH WATER LINE: The mean high water line as shown by the compilation office is complete and accurate.
8. LOW WATER LINE: See compilation report, item 31.
9. WHARVES & SHORELINE STRUCTURES: See compilation report, item 33.
10. DETAILS OFFSHORE FROM HIGH WATER LINE: Other than fish weirs there were no offshore details within the limits of this quadrangle.
11. LANDMARKS & AIDS TO NAVIGATION: There were no beacons, lights, or landmarks suitable for charting located within the limits of this quadrangle.
12. HYDROGRAPHIC CONTROL: See compilation report, item 35.
13. LANDING FIELDS & AERONAUTICAL AIDS: The landing field U.S. Naval Air Field Wildwood falls within the limits of this quadrangle. It is also known as the U.S. Naval Air Field, Rio Grande, N.J. and the Cape May New Jersey Airport. Blue-prints and maps of the U.S. Engineers show the name as the Cape May New Jersey Airport, however the airfield has been renamed U.S. Naval Air Station Wildwood by the Navy. This latter name has the greatest usage and is advertised as such by the State Highway signs.
There were no aeronautical aids within the limits of this quadrangle.
14. ROAD CLASSIFICATION: All roads have been classified and shown in accordance with instructions from the army war college dated Jan. 12, 1942. One class 4 road was added within the limits of the U.S. N. Air Station.
Some class 4 roads marked by field edit for deletion have been redrawn on manuscript and will be shown on published quad; they are quite clear on photographs.

15. BRIDGES: Bridge classifications were made in accordance with instructions from the War Department dated July 23, 1942, and have been shown in key on the sheet by C.C. Fryer, Sr. Photo. Aid.
16. BUILDINGS: All farm buildings except dwellings have been classified as barns (b). This includes all substantial chicken houses, sheds, and so forth. In general there were few farm buildings substantial enough to be shown on the smooth print:
In congested areas and towns dwellings were not classified. Many buildings on this compilation were blurred, run-together, and failed to print. In such cases they were inked in.
Public buildings were classified according to standard topographic practice.
17. BOUNDARY MONUMENTS: See field inspection report.
18. GEOGRAPHIC NAMES: See field inspection report.
46. METHODS: This sheet was field edited on the compilation with frequent references made with the field photographs. Photographs 13367 and 13368 were used in editing blurred and fuzzy detail on the compilation. Discrepancies not covered by suitable symbols were noted on the compilation by a sentence and an arrow to the point in question.
All symbols used during field edit are standard topographic symbols, except that a green X was used for deletions and a tick mark was used to show the limits of deletions and points of change in road classifications. The following color scheme was used:
- | | |
|--|--------|
| Deletions ----- | Green |
| Additions, classifications, boundaries, names, bench marks, and level elevations---- | Black |
| Water culture ----- | Blue |
| Test Contours & Elevations ----- | Violet |
47. ADEQUACY OF COMPILATION: The compilation of this sheet was complete and adequate with few additions necessary; except, for known deficiencies, such as additions, classifications of roads, woods, and bridges, and public buildings. One major, trunk power line was shown in place of an abandoned railroad.
48. ACCURACY TESTS:
1. Horizontal; A separate report of the horizontal accuracy test for this compilation is included with this descriptive report.
 2. A vertical accuracy test was run in the vicinity of Lat 39 00 and long 74 53. This sheet falls well within the limits of the vertical accuracy requirements.

Approved & Forwarded By
R.L. Schoppe
R.L. Schoppe, Comdr.
Chief of Party

Submitted By
Wendell Bever
Wendell Bever
Jr. Topo. Engineer

FROM WAR MAPPING FIELD PARTY NO. 2

Tests For Horizontal Accuracy
 Quadrangle T-8493
 Project 302A

NO. 2

This test consists of a traverse between traverse stations N.J.G.S. Mon. 8705(1938) and triangulation station Road(1928). The traverse is 10.9 statute miles in length and contains 36 test points, 4 of which are N.J.G.S. monuments; 6 of the test points are within the limits of this quadrangle. The traverse closure is one part in 14984 and a discrepancy of 1.18 meters was adjusted through the traverse. The test points are referred to in the traverse computations as P.P.No. and the scaled position from the map manuscript is referred to as M.M.No.

| Description of Point | Tabulation of Test Points | | | Difference in mm. |
|--|---------------------------|--------------|--------------|-------------------|
| | Test Point Number | Latitude | Longitude | |
| Inter. of road & road, 90 degrees | P.P.No.18 | 39-00-128.3 | 74-53-765.7 | |
| | M.M.No.18 | 39-00-132.9 | 74-53-764.8 | .234 |
| Inter. of road & drive, 85 degrees | P.P.No.19 | 39-00-1017.7 | 74-52-1280.2 | |
| | M.M.No.19 | 39-00-1016.8 | 74-52-1275.0 | .264 |
| Inter. of road & road, 70 degrees | P.P.No.20 | 39-00-1148.5 | 74-52-1129.2 | |
| | M.M.No.20 | 39-00-1146.5 | 74-52-1131.8 | .164 |
| Inter. of road & road edge, 75 degrees | P.P.No.21 | 39-00-1358.8 | 74-52-1003.6 | |
| | M.M.No.21 | 39-00-1353.7 | 74-52-1004.5 | .259 |
| Inter. of cross roads | P.P.No.22 | 39-00-1608.9 | 74-52-854.2 | |
| | M.M.No.22 | 39-00-1605.2 | 74-52-852.7 | .200 |
| | P.P.Mon.2741 | 39-00-1588.2 | 74-52-856.6 | |
| | M.M.Mon.2741 | 39-00-1585.2 | 74-52-859.1 | .198 |

All the test points are well defined and the map manuscript error is less than .5 mm at the points tested. The horizontal accuracy of this map is good and within the requirements of the instructions.

Submitted by:

Charles Hanavich
 Charles Hanavich,
 Prin. Photo. Aid.

Approved by:

Ray C. Schoppa
 Ray C. Schoppa,
 Chief of Party.

T-8493

No. 1

Remarks

Decisions

| | | |
|----|---|---------------|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | Road Maps |
| 6 | | " |
| 7 | | Railway Guide |
| 8 | | |
| 9 | | 390748 USGB |
| 10 | | 389749 |
| 11 | | 390748 |
| 12 | | " |
| 13 | | " USGB |
| 14 | | " |
| 15 | | " |
| 16 | | 390749 USGB |
| 17 | | 390748 |
| 18 | | " USGB |
| 19 | | " |
| 20 | | " |
| 21 | | " |
| 22 | | " |
| 23 | | " USGB |
| 24 | Apply Kimbles Beach slightly to northward | " " 391748 |
| 25 | | " |
| 26 | | " USGB |
| 27 | | " |

GEOGRAPHIC NAMES

Survey No. T-8493

RIO GRANDE quadrangle

| 1 | Name on Survey | A | B | C | D | E | F | G | H | K | |
|---|---|---|--|---|---|---|---|---|---|---|----|
| ✓ | Delaware Bay | ✓ | | | | | | | | | 1 |
| ✓ | Cape May County | ✓ | | | | | | | | | 2 |
| ✓ | Middle Township | ✓ | | | | | | | | | 3 |
| ✓ | Lower Township | ✓ | | | | | | | | | 4 |
| ✓ | State Highway S49 | | ✓ | | | | | | | | 5 |
| ✓ | U.S. Highway 9/State Highway 4 | | ✓ | | | | | | | | 6 |
| ✓ | Pennsylvania-Reading Seashore Lines | | | ✓ | | | | | | | 7 |
| | | | | | | | | | | | 8 |
| ✓ | Rio Grande | ✓ | | | | | | | | | 9 |
| ✓ | Sea Shore Road | | (U.S. 9/State 4) | | ✓ | | | | | | 10 |
| ✓ | Sally Marshall Crossing | ✓ | | | | | | | | | 11 |
| ✓ | Shun Pike Road | ✓ | | | | | | | | | 12 |
| ✓ | Nummytown | ✓ | | | | | | | | | 13 |
| ✓ | Wildwood Pumping Station | ✓ | | | | | | | | | 14 |
| ✓ | Pumping Station Pond | ✓ | | | | | | | | | 15 |
| ✓ | Pierces | ✓ | (apply according to name sheet) | | | | | | | | 16 |
| ✓ | Jack Kay Pond | ✓ | | | | | | | | | 17 |
| ✓ | Dias Creek | ✓ | (village, apply at northerly location) | | | | | | | | 18 |
| ✓ | Pennsylvania Ponds | ✓ | | | | | | | | | 19 |
| ✓ | Indian Trail Road | ✓ | | | | | | | | | 20 |
| ✓ | Potato Island | ✓ | | | | | | | | | 21 |
| ✓ | Potato Island Road | ✓ | | | | | | | | | 22 |
| ✓ | Dias Creek Road | ✓ | | | | | | | | | 23 |
| ✓ | Kimbles Beach | ✓ | | | | | | | | | 24 |
| ✓ | Cape May County Mosquito Control Commission | | | | | | | | | | 24 |
| ✓ | Cooks Beach | ✓ | | | | | | | | | 25 |
| ✓ | Reeds Beach | ✓ | | | | | | | | | 26 |
| ✓ | Reeds Beach Road | ✓ | | | | | | | | | 27 |

Dias Creek Army Reservation

T-8493

No. 2
Decisions

Remarks

| | | |
|----|---|----------|
| 1 | | 391748 |
| 2 | Part of it on this quadrangle | " USGB |
| 3 | | 390749 " |
| 4 | | " " |
| 5 | | " |
| 6 | | " |
| 7 | | " |
| 8 | | " USGB |
| 9 | | " " |
| 10 | | " " |
| 11 | | " " |
| 12 | | " " |
| 13 | <i>applies to upper part of Villas - also the shore -</i> | " " |
| 14 | | " " |
| 15 | | " " |
| 16 | | " " |
| 17 | | " |
| 18 | | " " |
| 19 | | " |
| 20 | | " " |
| 21 | | " " |
| 22 | Names Report reported this to be Rio Grande Naval Air Station | " |
| 23 | | " |
| 24 | | 389749 |
| 25 | | " |
| 26 | Name approved if it is to be used. | 390749 " |
| 27 | | |

GEOGRAPHIC NAMES

Survey No. T-8493

| 2 | Name on Survey | A | B | C | D | E | F | G | H | K | |
|---|--|-------------|---|---|---|---|---|---|---|---|----|
| ✓ | Bills Gut | ✓ | | | | | | | | | 1 |
| ✓ | Bidwell Ditch | ✓ | | | | | | | | | 2 |
| ✓ | Dias Creek | ✓(stream) | | | | | | | | | 3 |
| ✓ | Pierces Point | ✓ | | | | | | | | | 4 |
| ✓ | Pierces Point Ranch Pond | ✓ | | | | | | | | | 5 |
| ✓ | High Nate Beach | ✓ | | | | | | | | | 6 |
| ✓ | King Crab Landing | ✓ | | | | | | | | | 7 |
| ✓ | Green Creek | ✓ (stream) | | | | | | | | | 8 |
| ✓ | Green Creek | ✓ (village) | | | | | | | | | 9 |
| ✓ | Del Haven | ✓ | | | | | | | | | 10 |
| ✓ | Norburys Landing | ✓ | | | | | | | | | 11 |
| ✓ | Sunray Beach | ✓ | | | | | | | | | 12 |
| ✓ | Miami Beach | ✓ | | | | | | | | | 13 |
| ✓ | Villas | ✓ | | | | | | | | | 14 |
| ✓ | Fishing Creek | ✓ (stream) | | | | | | | | | 15 |
| ✓ | Fishing Creek | ✓ (village) | | | | | | | | | 16 |
| ✓ | Haskory Island | ✓ | | | | | | | | | 17 |
| ✓ | Fulling Mill Road | ✓ | | | | | | | | | 18 |
| ✓ | Fulling Mill Stream | ✓ | | | | | | | | | 19 |
| ✓ | North Highlands Beach | ✓ | | | | | | | | | 20 |
| ✓ | Wildwood Highlands Beach | ✓ | | | | | | | | | 21 |
| ✓ | U.S. Naval Air Station ^{Field} Wildwood | | | | | | | | | | 22 |
| ✓ | Kimseytown | ✓ | | | | | | | | | 23 |
| ✓ | Breakwater Road | ✓ | | | | | | | | | 24 |
| ✓ | Bay Shore Road | ✓ | | | | | | | | | 25 |
| ✓ | Fishing Creek Shoal | | | | | | | | | | 26 |
| | | | | | | | | | | | 27 |

James Thompson M.D.
Le Heck on 11/8/44

M 234

by L. Heck on 11/8/47

RECORDS

Between January, 1942 and July, 1944, this Bureau completed 323 quadrangles. These maps have been published; or are in the process of being published on scales of 1:31,680 or 1:25,000. This series of quadrangles includes a land area of approximately 15,000 square miles. Incident to this work, a considerable volume of survey records and data has accumulated which will be filed for future reference. This material is filed as follows:

Registered and Filed in the Vault.

Cloth-mounted copy of the published quadrangle.

Black and white cloth-mounted copy of the published quadrangle at 1:20,000 scale. This copy is filed to preserve original survey detail shown on the manuscript at 1:20,000 scale which may not have been shown on the published sheet. For woodland, refer to the published quadrangle for the finally adopted outlines.

Descriptive Report.

Filed in the Photogrammetric Division.

Field inspection photographs.

Contoured photographs (on which planetable contouring work was performed.)

Field edit sheet.

Descriptions of recoverable topographic stations (Form 524), filed in Review Section.

Supplementary traverse and level records.

Field notes, computations, lists of positions, and tabulations of results of horizontal and vertical accuracy tests.

Reproduction proof.

Correction sheet (copy of quadrangle showing in red changes to be made when next printed.)

Checklists of work performed on each sheet in the Washington Office during review, drafting, edit, and reproduction.

Copies of specifications and all instructions to field parties and field offices.

Filed in Reproduction Branch.

Glass negatives of the color separation drawings.

Filed in the Library.

Special report on office work by B. G. Jones, 1944.

Season's report on field work by Commander F. L. Gallen, 1944.

Season's report on field work by Commander R. L. Schoppe, 1944.

Delivered to the Army Map Service in accordance with the contract.

Film negatives and film positives of the color separation drawings.

All color separation drawings.

A correction sheet consisting of a copy of the first edition of the quadrangle with notes in red indicating changes desirable at the next printing.

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF AIR PHOTOGRAPHIC SURVEY T- 8493

Rio Grande, N.M. QUADRANGLE

This quadrangle manuscript has been examined for completeness, accuracy, and conformity with the specifications. It is adequate for smooth drafting, reproduction and publication. Revisions found to be necessary in this office are discussed on the next page.

Horizontal and Vertical Accuracy

Both horizontal and vertical accuracy tested and found satisfactory. A summary of the horizontal accuracy test is shown on a preceding page of this report.

Previous Surveys

This manuscript has been compared with the following previous topographic surveys of this Bureau and other agencies. This map is satisfactory to supersede the previous surveys over the common area.

T-149, 1842 1:10000

T-153, 1842 1:10000

T-154, 1842 1:10000

T-1549a, 1893 1:20000

T-5649, 1934 1:10000

T-5650, 1934 1:10000

Quads: USGS, Danneville, 1894 (rep. 1922) 1:62500
USE " 1941 1:62500

*Only minor changes in shoreline. T-8493
supersedes the above surveys for their common
area.*

Comparison with Nautical Charts Nos.

The manuscript has not been applied to the charts at the date of this review. The following comments are pertinent to the compilation and correction of nautical charts:

827, 1:40000 Oct 12, 1943
1218, 1:80000 Sept 29, 1943
1219, 1:80000 Jan 2, 1943

See item 45 of Descriptive Report

The following revisions of the map manuscript were found to be necessary and were accomplished as a part of this review:

Note of consequence

Reviewed 12 Jan. 1943 By Harlan E. Rees
under direction of D. H. Benson

Inspected by B. G. Jones *B.G. Jones 1/45*

Examined and approved:

Chief, Surveys Branch

K.T. Adams
Chief, ~~Topography Section~~
Division of Photogrammetry

J. C. Fotheringham
Chief, ~~Div. of Charts~~
Nautical Chart Branch
E. K. Green
Chief, Div. of Coastal
Surveys

NAUTICAL CHARTS BRANCH

SURVEY NO. T-8493

Record of Application to Charts

[illegible]

M-2169-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.