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Diag. Cht. No. 296

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey PHOTOGRAMMETRIC TOPOGRAPHIC SHORELINE

Field No. PH-7(1/1)2 Office No. T-8747 A

LOCALITY

State PENNSYLVANIA - NEW JERSEY

General locality DELAWARE RIVER

Locality FRANKFORD

1946-1950

CHIEF OF PARTY

F.L.Jones
P.J.Sipe Chiefs of Field Party
T. B. Read, Baltimore Photogrammetric Office

LIBRARY & ARCHIVES

DATE February 26, 1952

B-1870-1 (1)

DATA RECORD

T - 8747c

Project No. (II): PH-7(46)E

Quadrangle Name (IV): FRANKFORD, PA-NJ

Field Office (II): Camden, N.J.
Philadelphia, Pa.

Photogrammetric Office (III): Baltimore, Md.

Chief of Party: E. L. Jones

Officer-in-Charge: Riley J. Sipe
Thos. B. Reed

Instructions dated (II) (III):
25 March 1946, 19 July 1946
Supplemental 1, 14 June 1946
Supplemental 2, 11 October 1946

Copy filed in Division of Photogrammetry (IV) Office Files

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:20,000

Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): 1.000

Date received in Washington Office (IV):

Date reported to Nautical Chart Branch (IV):

Applied to Chart No. Date:

Date registered (IV): 23 Aug 1951

Publication Scale (IV): 1:24,000

Publication date (IV):

Geographic Datum (III): N.A. 1927

Vertical Datum (III): MSL

Mean sea level except as follows:
Elevations shown as (25) refer to mean high water
Elevations shown as (5) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): FELIN, 1933

Lat.: 40° 03' 56.643" (1747.0m)

Long.: 75° 04' 13.113" (310.8m) ~~(310.7m)~~

Adjusted

Plane Coordinates (IV):

State: Pennsylvania Zone: South

Y= 278,177.01 Ft

X= 2,749,920.97 Ft

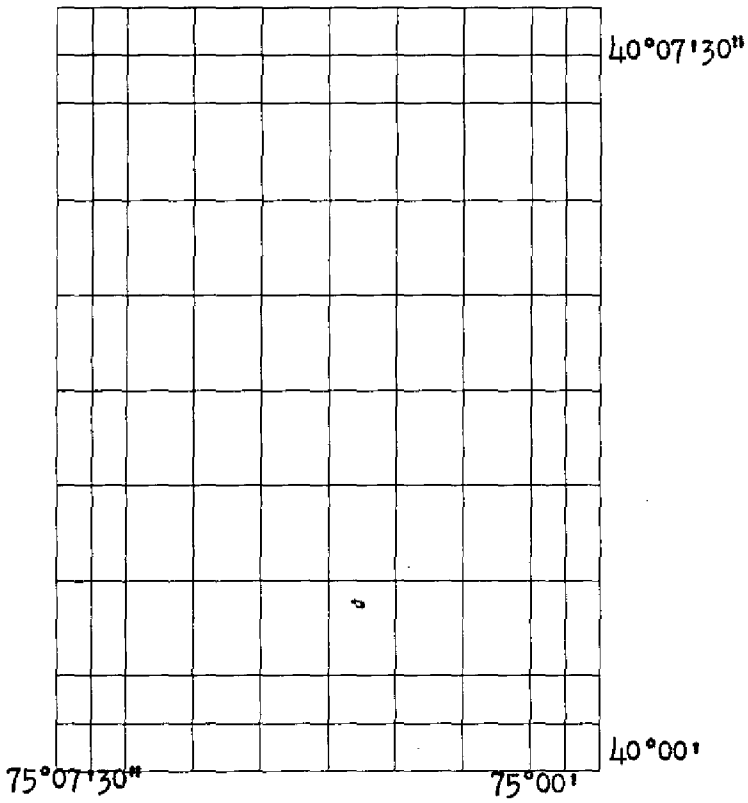
New Jersey

Y = 449,140.36 Ft

X = 1,887,022.50 Ft

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office, or (IV) Washington Office.

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



Areas contoured by various personnel
(Show name within area)
(II) (III)

Area contoured by
Stanley J. Hathorn
Donald G. Flippo
James A. Clear

Information as to area contoured by each of the above personnel not furnished compilation office.

DATA RECORD

Field Inspection by (II): See p.1, field reports (1946 & 1947) Date: 14 Aug-15 Nov.1946
12 Apr.-30 Sept.1947

Planetable contouring by (II): Stanley J.Hathorn
Donald G. Flippo
James A. Clear
Date: 15 June-15 Sept.1947
22 May-15 July 1947
22 May-15 Sept.1947

Completion Surveys by (II): R.A. Horn Date: June-July 1950

Mean High Water Location (III) (State date and method of location):
Traced from reduction of shoreline survey No. T-8747A.

Projection and Grids ruled by (IV): T.L.Janson Date: 24 Nov. 1946

Projection and Grids checked by (IV): T.L.Janson Date: 24 Nov. 1946

Control plotted by (III): Frank J. Tarcza Date: 17 Nov. 1947

Control checked by (III): Enola N. Cross Date: 18 Nov. 1947

Radial Plot ~~[illegible]~~ by (III): Frank J. Tarcza Date: 23 Dec. 1947

Stereoscopic Instrument compilation (III):
Planimetry Date:
Contours Date:

Manuscript delineated by (III): Ruth M. Whitson Date: Apr.5-May 14,1948
Oct.18-Mar.24,1949

Photogrammetric Office Review by (III): Joseph W. Vonasek Date: 14 Mar. to
25 March 1949

Elevations on Manuscript checked by (II) (III): Joseph W. Vonasek Date: 23 March 1949

M-2618-12(4)

Camera (kind or source) (III): U.S. COAST & GEODETIC SURVEY, nine lens, focal length 8¼"

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
15509 and 15510	3/10/46	1135	1:20,000	1.8' above MLW
15511 and 15512	"	1210	"	1.3' above MLW
15522 " 15523	"	1220	"	1.3' above MLW
Single Lens				
50-O-1325 to 1345	6/4/50		1:20,000	
50-O-1346 to 1373	"		"	

Tide (III)

~~From actual tide observations~~

	Ratio of Ranges	Mean Range	Spring Range
Reference Station: Philadelphia, Pa.		5.4	5.7
Subordinate Station: "Torresdale ~~to Bridesburg~~"		5.7	6.0
Subordinate Station: Bridesburg		5.6	5.9

Washington Office Review by (IV): J L Rihn Date: Feb 1950

Final Drafting by (IV): M.C. Thrasher Date: 6-13-52

Drafting verified for reproduction by (IV): J.J.S. Date:

Proof Edit by (IV): Date:

Land Area (Sq. Statute Miles) (III): 54

Shoreline (More than 200 meters to opposite shore) (III): 9

Shoreline (Less than 200 meters to opposite shore) (III): 15

Control Leveling - Miles (II): 91

Number of Triangulation Stations searched for (II): 62 Recovered: Identified: 17

Number of BMs searched for (II): 11 Recovered: 9 Identified: 5*

Number of Recoverable Photo Stations established (III): 12**

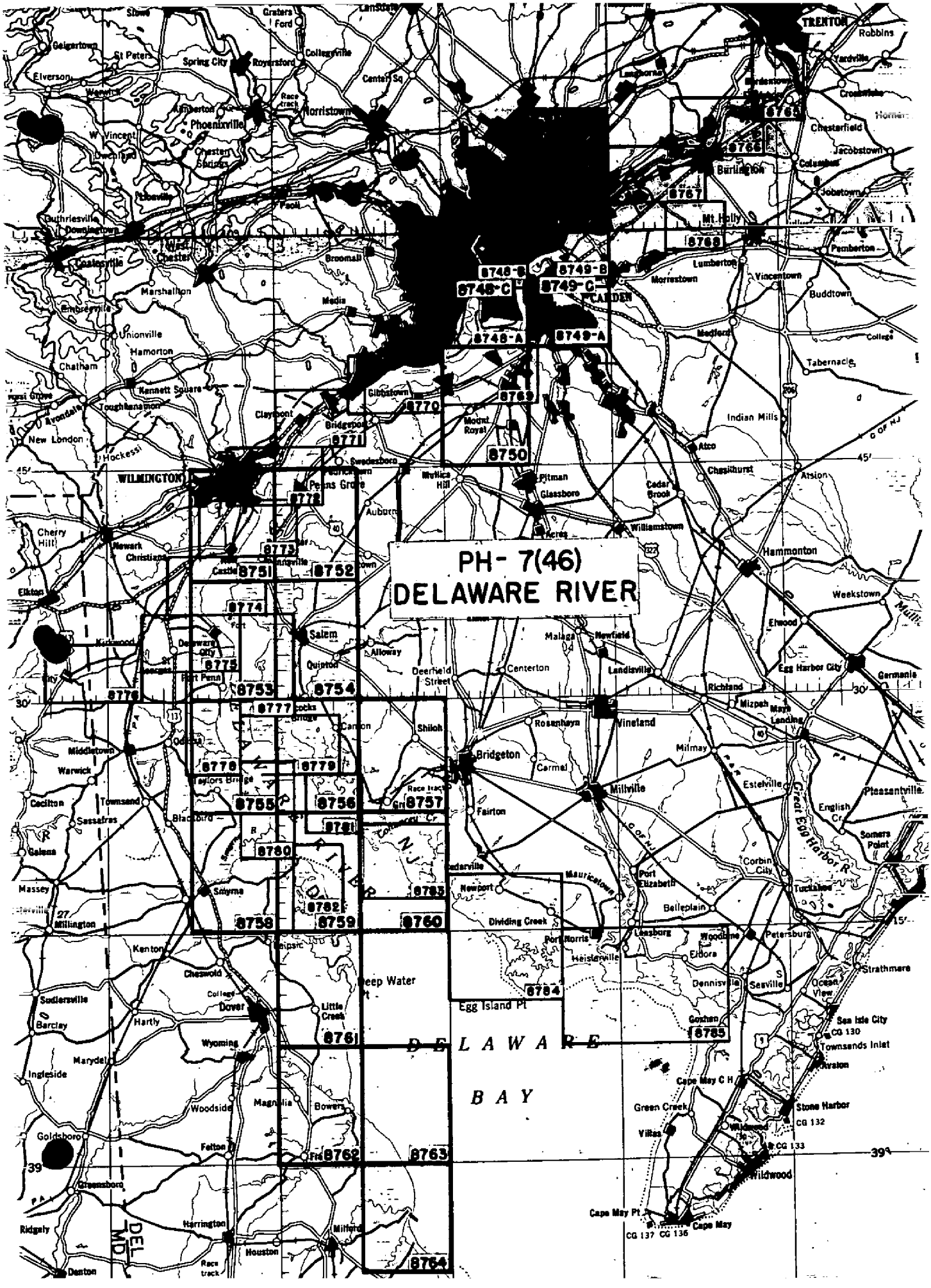
Number of Temporary Photo Hydro Stations established (III): None

Remarks:

* In addition to these, 5 N.J.G.C.S. stations were identified for use as vertical control and 13 new third order bench marks were identified.

** Four form 524 were submitted with shoreline survey T-8747A.

M-2518-12(4)


PH- 7(46)
DELAWARE RIVER
8748-B
8748-C
8749-B
8749-C
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8749-A
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TRENTON
CAMDEN
WILMINGTON
Norristown
Phoenixville
Burlington
Mt. Holly
Morrestown
Lumberton
Vincentown
Pemberton
Buddtown
Medford
Tabernacle
Indian Mills
Atco
Chesilhurst
Atsion
Hammonton
Weekstown
Elwood
Egg Harbor City
Germania
Richland
Mizpah
Maya Landing
Vineland
Milmay
Estelville
Pleasantville
English Cr.
Somers Point
Great Egg Harbor R.
Corbin City
Tuckahoe
Petersburg
Woodbine
Eldora
Dennisville
Seaville
Strathmere
Ocean View
Sea Isle City
CG 130
Townsends Inlet
Avalon
Stone Harbor
CG 132
Wildwood
CG 133
Cape May
CG 136
CG 137
Cape May Pt
Cape May C H
Green Creek
Villas
Belleplain
Leesburg
Port Norris
Heislerville
Dividing Creek
Mauricetown
Port Elizabeth
Newport
Fairton
Millville
Carmel
Rosenhayn
Bridgeton
Shiloh
Canton
Deerfield Street
Centerton
Malaga
Newfield
Landisville
Alloway
Quinton
Salem
Delaware City
Port Penn
Kirkwood
Elkton
Newark
Christiana
Cherry Hill
Kennett Square
Toughkenamon
Avondale
New London
Hockessi
Chatham
Hamorton
Unionville
Embreeville
Marshallton
Coatesville
Downingtown
Guthriesville
Chester Springs
Paoli
Broomall
Media
Gibbstown
Bridgeport
Claymont
Swedesboro
Penns Grove
Auburn
Mullica Hill
Mount Royal
Pitman
Glassboro
Acres
Williamstown
Cedar Brook
Cherry Hill
Middletown
Warwick
Townsend
Sassafras
Blackbird
Taylors Bridge
Odessa
Smyrna
Kenton
Cheswold
Dover
Little Creek
Wyoming
Hartly
Sudlersville
Barclay
Marydel
Ingleside
Woodside
Magnolia
Bowers
Felton
Goldsboro
Greensboro
Harrington
Houston
Milford
Ridgely
Denton
Massey
Millington
Galena
Cecilton
Kennett Square
Deep Water Pt
Egg Island Pt
DELAWARE
BAY
DEL
MD
45'
30'
15'
39°

Summary to Accompany T-8747C

This map is one of a series of 18 topographic 7½ minute quadrangles in project Ph-7(46) extending southward along the Delaware River from Philadelphia, Pa. to lower Delaware Bay.

Contours in Pennypack Creek Park were taken from a Philadelphia City Survey of 1905 at 1:2400 scale. Detailed shoreline information was furnished by shoreline survey T-8747A (1950) 1:10,000.

These topographic sheets compiled at 1:20,000 scale are to be published by the U. S. Geological Survey at 1:24,000 scale as standard topographic quadrangles.

The registered copies under T-8747C will include the original descriptive report, a cloth mounted print of the manuscript at a scale of 1:20,000 and a cloth mounted color print of the published map at a scale of 1:24,000.

FIELD INSPECTION REPORT
T-8747 (40° 00.0 / 75° 00.0 / 7.5)
Project Ph-7 (46)
Sub-project E
E. L. Jones, Chief of Party

At the close of the 1946 season all phases of field work for this quadrangle were completed except vertical control, contouring, interior field inspection, and geographic names. The completed work was in accordance with the Director's Instructions, Project Ph-7 (46) dated 25 March 1946, Supplemental Instructions No. 1 dated 14 June 1946, and Supplemental Instructions No. 2 dated 11 October 1946, except for deviations herein noted.

The field work for this quadrangle was completed by the following personnel:

Name & Title	Field Work	1946 Dates
I. Y. Fitzgerald Engr. Aid	Horizontal Control Recovery	12 Sept - 10 Oct
Thomas W. Merriken Photo Aid	3rd Order Levels Levels	14 Aug - 27 Sept 27 Sept - 7 Oct
H. M. White Engr. Aid	Shoreline Inspection Horizontal Control Recovery	10 Sept - 12 Nov 12 Sept - 10 Nov
John M. Neal	New Horizontal Control	17 Oct - Nov 15
Harland R. Cravat Photogrammetrist	Supervisor	14 Aug - 15 Nov

1. Description of the Area:

This quadrangle is divided in two sections by the Delaware River. The New Jersey section is a residential area entirely. The Pennsylvania section is also residential except for the southwest part which is a part of the Philadelphia industrial area along the Delaware River.

2. Completeness of Field Inspection:

No attempt was made to complete the interior field inspection, leaving it to be completed next field season.

Shoreline inspection was completed during October and November, 1946 by H. M. White, Engineering Aid.

Shoreline inspection was done on single lens photographs and is felt to be adequate.

3. Interpretation of the Photographs:

No difficulty was encountered in interpretation of the photographic details for the phases of work completed during the 1946 season.

4. Horizontal Control:

Sixty-two horizontal control stations were searched for or recovered, of these seventeen were identified on the photographs either by pricking direct or by the substitute station method.

To furnish sufficient control for the plot it was necessary to run a traverse of approximately 6.9 miles. This was done as described below under the supervision of Mr. John M. Neal.

The traverse was begun at USC&GS triangulation station FELIN, 1933, following Rhawn St. to Penns St. Rte 232 to Penn. St. Rte. 63 Red Lion Road to three point station BUDD. (See sketch).

For determination of azimuth defletion angles were measured 1 D and 1 R in the field with Berger 7" theodolite. Polaris observation by 3rd order methods were made at two points along the traverse, one approximately one-third length of traverse from the beginning and the second at approximately two-thirds the length of the traverse. Azimuth adjustment was made to the azimuth determined by Polaris. Average azimuth adjustment was 5.6" per station. The starting azimuth, FELIN to Az.MK, and the ending azimuth, from end of triangle of BUDD, were both held fixed in azimuth adjustment.

Taping was done without chaining stools with a 300 ft. steel tape, calibrated in the field with a tape calibrated by the U.S. Bureau of Standards. Temperature, catenary (sag) calibration and inclination corrections were made to field measurements. Inclinations were determined with Abney hand levels.

The position of BUDD was determined by three point fix method with a fourth direction as a check. Angular measurements for the three point fix were made by the repition method, 6 D and 6 R.A small triangle was used at the end of the traverse to connect with the three point station. The angles of this triangle were repeated six times.

All computations were made on the state Plane Coordinate System, Pennsylvania, South Zone.

Closures were as follows:

BUDD: X in disagreement with check by 0.10 ft.
Y in disagreement with check by 0.06 ft.
Traverse: error 1/6650 (3,77 ft. in x and 4.01 ft. in Y)
Coordinates adjusted for closure

Horizontal Control (cond't)

For sketch of new horizontal control see seasons report, PHT (46) by Edmund L. Jones.

5. Vertical Control:

Field work completed on vertical control as follows:

Recovery:

9 bench marks were covered, five of these in New Jersey and four USED Bench marks along the Delaware River in Pennsylvania. 5 New Jersey Geodetic Control Survey Stations were recovered for use as vertical control.

3rd Order Levels

Approximately 16.0 miles of 3rd order levels in the quad were completed. Equipment and methods used were those prescribed by the Division of Geodesy for 2nd Order Leveling.

4th Order Levels:

Approximately 25.0 miles of fly levels were run in the southeast corner in New Jersey and in the eastern area of the quad in Pennsylvania, for plane table contour control. Elevations were carried to the nearest 0.01 ft. by wye level methods. The maximum area of closure was 0.92 ft.

City Elevations and Datum:

The City of Philadelphia had previously established curb elevations throughout the city. The city maintains several survey districts on local datums which vary from district to district.

A complete set of Philadelphia Street Blueprints was purchased from the City of Phildelphia. The city curb elevations were carefully transferred to the blueprints and checked in the office of the City Engineer.

Due to the fact that time allowed, would not permit completion of this phase of the work the check levels to determine datum difference and accuracy of the city elevations were left in complete. The results of levels completed by wye level methods are as follows:

Vertical Control: (cont'd)

Dist. 1	5	elevs.	agerage	datum	difference	5.95
Dist. 4	2	"	"	"	"	6.32
Dist. 5	7	"	"	"	"	5.71
Dist. 8	23	"	"	"	"	5.86

As can be seen, this work has not progressed to an extent to allow concrete determination of datum differences and accuracy of these elevations.

6. Contours and Drainage:

No contouring done.

7. Mean High Water Line:

Only that part of the mean high water line requiring clarification was delineated on the photographs.

The average range of tide is 5.3 feet.

8. Mean Low Water:

The approximate mean low water line was delineated in areas visited by the shoreline party at time of low water.

9. Wharves and Shoreline Structures:

Adequately covered on photographs.

10. Deatils Offshore from High Water Line:

Adequately covered on photographs.

11. Landmarks and Aids to Navigation:

All landmarks and aids to navigation are listed on the accompanying form # 567.

A point on the Delair Range was identified to determine the azimuth of this range. The azimuth of the Palmyra Range had been previously determined by triangulation.

12. Hydrographic Control:

Five recoverable topographic stations were established, pricked on the photographs, and described on form # 524.

There are numerous existing horizontal control stations in the area that can be used for hydrographic signals.

13. Landing Fields and Aeronautical Aids:

No attempt was made neither to identify and delineate the landing fields nor the aeronautical aids, if any, in this quadrangle.

14. Roads:

Not classified. To be done at time of completion of interior field inspection and contouring.

15. Bridges:

All published vertical and horizontal clearances were checked in the field with a steel tape. Where discrepancies were found they were entered directly on the photographs and in notes to compiler.

16. Buildings:

See paragra ph 14 above.

17. Boundaries:

See paragraph above # 14.

18. Geographic Names:

See paragraph 14 above.

Submitted
18 Nov. 1946

I. Y. Fitzgerald

I. Y. Fitzgerald
Engr. Aid

Approved
19 Nov. 1946

E. L. Jones
Chief of Party

Harland R. Cravat

By Harland R. Cravat
Photogrammetrist

FIELD INSPECTION REPORT-1947
T-8747 (40°00.0'/75°00.0'/7.5')
Project Ph-7(46)
Subproject E
Riley J. Sipe, Chief of Party

This report covers the 1947 field work, and includes all phases of that work not completed in 1946. This *report is a supplement to the 1946 report and must be used* in conjunction with the 1946 report.

The 1947 field work was completed in accordance with the Director's Instructions, Project Ph-7(46), dated 25 March 1946, Supplemental Instructions No. 1, dated 14 June 1946, and Supplemental Instructions No. 2, dated 11 October 1946, except for deviations herein noted.

The 1947 field work was completed by the following personnel:

Name & Title	Field Work	1947 Dates
Stanley J. Hathorn Photogrammetrist	Levels Boundaries Contours	18 April-21 May 13 May-18 May 15 June-15 Sept.
Donald G. Flippo Photogrammetric Aide	Levels Contours Interior Insp.	18 April-21 May 22 May-15 July 22 May-29 May
James A. Clear Engineering Aide	Levels Contours Interior Insp.	18 April-21 May 22 May-15 Sept. 16 Aug.-30 Sept.
A. J. Wraight Topographic Engr.	Boundaries Geographic Names	13 May-31 May 13 May-31 May

1. Description of the Area:

See 1946 report.

2. Completeness of Field Inspection:

See 1946 report.

All phases of field inspection were felt to be adequate and complete at the date of inspection. However, this quadrangle includes the "Great Northeast" which is considered the most rapidly growing section of Philadelphia, and numerous changes will be encountered at the time of field edit. The principle changes will be new streets and buildings.

South of the Delaware River, interior inspection was performed both on the single-lens photographs and the nine-lens photograph that was used for contouring that area.

North of the Delaware River, interior inspection was performed on single-lens photographs except in the North portion of the quadrangle where single-lens coverage was not provided. In the North portion, interior inspection was performed on nine-lens photographs not used for contouring.

"Philadelphia Street Data Map-1947", scale 1 in. = 500 ft., is being submitted with the field data. All data shown on the map is plotted accurately, and the compiler should refer to this map if any difficulty is encountered with street or city park interpretation on the photographs.

3. Interpretation of the Photographs:

See 1946 report.

4. Horizontal Control:

See 1946 report.

5. Vertical Control:

See 1946 report.

4th Order Levels:

Approximately 50 miles of fly levels were run in the NW part of the quadrangle where city elevations were not available for contour control. These levels were run in accordance to paragraph 62 of the project instructions, and errors of closure in excess of 0.3 ft. were adjusted.

City Elevations and Datum:

See1946 report.

The 1947 work consisted of the field determination of accurate datum adjustments for each survey district; application of the adjustments to the "Philadelphia Street Blueprints" ("Philadelphia Street Map-1946", scale 1 in.= 500 ft.); and the field use of the converted elevations for contouring on the nine-lens photographs in a similar manner as that outlined in paragraph 5 of the Field Inspection Report for T-8748.

The accurate datum adjustment was determined in Survey District 1, 5, and 8, by comparing several city BM's that the District Surveyors considered representative of their district with elevations along our Third Order Level Line.

City BM's in District 4 were compared with elevations along Fly Level Lines that were run in 1946.

No irregularities were encountered in the comparison, and it is felt that the following datum differences are sufficiently accurate for the use made of them.

District	Datum Adjustment
1	+ 5.53
4	+ 5.64
5	+ 5.53
8	+ 5.75

6. Contours and Drainage:

Contouring was accomplished on the nine-lens photographs by delineating all contours in the field except for Pennypack Park. The contours were later checked under the stereoscope prior to inking except in urban areas where there was an abundance of city elevations, and in the NE and NW corner of the quadrangle where there wasn't sufficient photographic coverage for stereopsis.

The quadrangle has no densely wooded areas and it was necessary to use the hand level (both types) for only short traverses and isolated shots.

No permanent difficulty was experienced in closing planetable traverses.

The stereoscope was used to delineate streams located in wooded areas prior to contouring. All streams are inked on the nine-lens photographs to indicate their type of flow. Most of the streams in the area are spring-fed and are classified as "perennial" from their origin.

Pennypack Park:

A contour map of "Pennypack Park - 1905", scale 1 in. = 200 ft., was secured from Fairmount Park Commission and is submitted in duplicate with the field data. The map embraces an additional area to the park proper on each side of the creek, and extends from Pine Road South to Frankford Ave. The contours were carefully surveyed at five-foot intervals on the city datum.

No trouble was encountered in obtaining satisfactory junctions between our contours and the adjusted contours of the Pennypack Park map.

The creek area terrain has experienced no changes since 1905 with the exception of new or improved roads. The plan was carefully inspected in the field, and it is exceptionally expressive of the terrain. Along the roads where the contours have changed, the changes have been delineated on the nine-lens photographs.

Road names have been inked on the nine-lens photographs, and locations that have not changed since 1905 have been outlined in "blue" on the contour map. The compiler should use only those roads outlined in "blue" along the creek course for orientation when transferring the contours. Building groups may be used with discretion as an aid in orientation.

A few errors in the designation of the contours appear on the map, but they will be easily detected by the compiler.

Notes made on the map at the time of field inspection will further assist the compiler in transfer of the contours.

7. Mean High-Water Line:

See 1946 report.

8. Low-Water Line:

See 1946 report.

9. Wharves and Shoreline Structures:

See 1946 report.

10. Details Offshore from High-Water Line:

See 1946 report.

11. Landmarks and Aids to Navigation:

See 1946 report.

12. Hydrographic Control:

See 1946 report.

13. Landing Fields and Aeronautical Aids:

All landing fields have been delineated on the photographs with the exception of Budd Field.

Budd Field:

This large landing field was built adjacent to a bomber plant during the war which has since been converted to the manufacture of railroad coaches. The field has not been used since the war and it's future disposition is uncertain. The field is designated as "emergency only" on published aeronautical charts. The field boundary was not delineated on the photographs. However, a "plot plan" of the field is being submitted with the field data, and it is recommended that the status of the field be again checked at the time of field edit. Field abandoned as per Field Edit

* Phila. NE Airport:

A newly acquired property boundary is shown on the photographs for future reference only. The present boundary only should be shown on the map compilation since no expansion of this airport is expected within the next few years. However, the status of this airport should be checked again at the time of field edit.

*Name is "North Philadelphia Airport". See geographic names list. Field is in operation.

The only aid in the quadrangle, the Phila. NE Airport Rotating Beacon, was identified on single-lens photograph D-1802 and described on Form 524.

14. Road Classification:

Roads were classified in accordance with Instructions No. 10 prior to the admendment of 10-24-47.

Road names not shown in parenthesis on the field inspection photographs are official road names and local road names well established in usage that will enhance the usefulness of the published map.

Road names shown on the photographs in parenthesis are to be used only for the orientation of photographs.

15. Bridges:

See 1946 report.

16. Buildings and Structures:

No comment necessary.

17. Boundaries:

See "Special Report on Boundaries" for this quad-

rangle submitted September 1947 by A. J. Wraight, Topographic Engineer. Filed in Div. of Photogrammetry

Boundaries not covered in Mr. Wraight's report have been completely delineated on the field photographs with the exception of the following:

Pennypack Park, Juniata Park, and Tacony Creek Park:

It will be necessary for the compiler to transfer the boundaries of these ~~two~~ three city parks from the "Philadelphia Street Data Map - 1947", scale 1 in. = 500 ft. (plan submitted with field data). The boundaries are accurately shown on the street map and a check with the Phila. Engineering Dept. revealed that this map is the best source of information available. Existing streets and the creek will allow easy office orientation of the map with photographs.

Lorimer Park:

A plan showing the boundaries of Lorimer Park is being submitted with the field data. Common points were pricked on both the plan and nine-lens photograph 15523 to facilitate an easy transfer of the boundary from the plan.

U. S. Naval Aviation Supply Depot:

A plan showing the boundaries of this military reservation is being submitted with the field data. Existing streets and buildings provide ample orientation for the boundary transfer.

18. Geographic Names:

See "Special Report on Geographic Names" by A. J. Wraight, Topographic Engineer, for this quadrangle submitted during the summer of 1947. Filed in Geographic Name Section, Div of Charts

Submitted
5 November 1947

Stanley J. Hathorn
Stanley J. Hathorn
Photogrammetrist

Approved
12 Nov. 1947
Riley J. Sipe
Riley J. Sipe
Chief of Party

MAP T- 8747C PROJECT NO. PH-7(46)E SCALE OF MAP 1:20,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION ACC No. (INDEX) Pg.	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
PHILA. COUNTY HOSPITAL, N.E. STACK, 1933	-1751 92	N.A. 1927	40 06 56.365 74 59 35.026	Falls off sheet		1738.5 112.1 829.4 591.4	
PHILA. BYBERRY HOSPITAL STACK, 1933	" 88	"	40 08 37.358 74 58 43.142	" " "		1146.1 704.5 1028.9 392.1	
TORRESDALE, SUPT. OF HATCHERIES HOUSE CUPOLA, 1911	-3340 363	"	40 02 23.071 74 59 42.296	" " "		773.3 1077.3 1002.7 419.7	
BRIDESBURG, ST. DOMINIC'S CH SPIRE, 1933	-1751 95	"	40 02 44.239 75 01 01.869			1364.5 486.1 44.3 1578.0	
HOLMESBURG EMANUEL CH SPIRE, 1933	" 92	"	40 02 34.08 75 01 25.19			1051.1 799.5 597.2 825.2	
TORRESDALE, ROUND HOUSE, CUPOLA, 1911	-3340 363	"	40 02 09.093 75 00 09.399			280.5 1570.1 222.8 1199.7	
WELLS 2, 1911	" 354	"	40 01 08.524 75 00 18.117			262.9 1587.7 429.6 993.3	
FELIN, 1933	-1664 56	"	40 03 56.643 75 04 13.113			1747.0 103.6 310.7 1111.1	
HOLMESBURG, SIGNATURE HOSIERY CO, TANK, 1935	-3340 362	"	40 02 00.007 75 01 29.890			0.2 1850.4 708.7 713.9	
PHILA. HOME FOR INDIGENTS, STACK, 1933	-1751 94	"	40 01 41.169 75 01 08.911			1269.8 580.8 211.3 1211.4	
HOUSE OF CORRECTION No. 3, 1935	-3340 354	"	40 01 30.305 75 00 52.838			934.7 915.9 1252.9 169.8	
TACONY, DELANEY TANK, 1935	" 362	"	40 01 26.898 75 01 45.099			829.6 1020.9 1069.4 353.4	

1 FT. = .3048006 METER

COMPUTED BY: H.R.Rudolph DATE Oct. 29 to 31, 1947 CHECKED BY: R.M.Whitson DATE Nov. 6, 1947

M-2388-12

MAP T-8747C PROJECT NO. PH-7(46)E SCALE OF MAP 1:20,000 SCALE FACTOR None.

STATION	SOURCE OF INFORMATION ACC (INDEX) No. Pg.	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
TACONY, ST.VINCENTS SCHOOL CUPOLA,1925	-3340 362	N.A. 1927	40 01 20.774			640.7 1209.8	
			75 01 53.207			1261.7 161.1	
PHILA., L.H.GILMER CO.STACK, 1933	-1751 94	"	40 01 38.705			1193.8 656.8	
			75 01 58.792			1394.1 28.6	
PHILA., L.H.GILMER CO.WATER TANK,1933	" "	"	40 01 36.399			1122.7 727.9	
			75 02 02.326			55.2 1367.5	
PHILA.,ST.LEO'S CH.SP., 1933	" 93	"	40 01 39.90	Lost		1230.6 619.9	
			75 02 33.42			792.5 630.2	
PHILA., RAPID TRANSIT CO.WATER TANK, 1933	" "	"	40 01 49.526			1527.5 323.0	
			75 04 29.520			699.9 722.7	
KEYSTONE, 1911	-1664 68	"	40 01 13.740			423.8 1426.8	
			75 01 52.087			1235.2 187.6	
PHILA., H.F.DISSTON & SONS CO.SQUAT BLACK WATER TANK, 1933	95 -1751	"	40 01 11.227			346.3 1504.3	
			75 02 21.786			516.6 906.2	
TACONY HENRY DISSTON & SONS BELL TOP CHIMNEY, 1925	-3340 362	"	40 01 05.603			172.8 1677.8	
			75 02 23.160			549.2 873.6	
PHILA., TACONY WORSTED MILL STACK 1933	-1751 95	"	40 01 01.381			42.6 1808.0	
			75 02 32.544			771.8 651.1	
FRANKFORD PUMPING 2, 1925	-1664 77	"	40 00 48.331			1490.6 359.9	
			75 02 52.151			1236.8 186.2	
PUMP, 1933	" 68	"	40 00 48.479			1495.2 355.3	
			75 02 52.804			1252.3 170.7	
TACONY REAR RANGE LT., 1933	-1751 95	"	40 00 48.094	Destroyed		1483.3 367.2	
			75 03 00.905			165.7 1257.3	

1 FT. = .3048006 METER

M-2388-12

COMPUTED BY H.R.Rudolph DATE Oct.30 & 31, 1947 CHECKED BY R.M.Whitson DATE Nov. 6, 1947.

MAP T-8747C PROJECT NO. PH-7(46)E SCALE OF MAP 1:20,000 SCALE FACTOR None.

STATION	Acc. No.	SOURCE OF INFORMATION (INDEX) Pg.	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD	(BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)
PHILA., QUAKER CITY RUBBER CO. WATER TANK, 1933		G-1751 P.95	N. A. 1927	40 00 42.128				1299.3	551.2		
				75 03 12.833				304.4	1118.6		
PHILA. INT. SHOE. CO STACK, 1933		G-1751 Pg. 96	"	40 00 32.877				1014.0	836.5		
				75 03 24.876				590.0	833.1		
PHILA. FITLER ROPE CO. STACK, 1933		G-1751 95	"	40 00 38.881				1199.2	651.3		
				75 03 37.093				879.7	543.3		
PHILA., FITLER ROPE CO. SILVER WATER TANK, 1933		" "	"	40 00 39.530				1219.2	631.3		
				75 03 33.690				799.0	624.0		
PHILA., J.W. WATSON CO. STACK, 1933		" 94	"	40 00 45.97				1417.8	432.7		
				75 03 56.69				1344.5	78.5		
PHILA., FRANKFORD ARSENAL N'E'LY TWIN STACK, 1933		" 94	"	40 00 25.045				772.4	1078.1		
				75 03 41.825				992.0	431.1		
FRANKFORD, CHAS. ~~LENNIG & CO.~~ CO. STAND-PIPE (USE)-1925		G-1969 149	"	40 00 12.977				400.3	1450.3		
				75 03 42.858				1016.6	406.6		
RIVERTON LIGHT 1935		-3340 362	"	40 00 52.96				1633.4	217.1		
				75 01 05.08				120.5	1302.5		
RIVERTON, BIDDLE'S HOUSE FLAGSTAFF 1911		" "	"	40 00 47.368	Destroyed			1460.9	389.6		
				75 01 46.050				380.6	1042.4		
PALMYRA RANGE FRONT LIGHT, 1935		" 361	"	40 00 42.595				1313.7	536.8		
				75 01 46.824				1110.5	312.5		
PALMYRA EPWORTH M.E.CH.SP., 1935		" "	"	40 00 21.965				677.5	1173.1		
				75 01 17.023				403.8	1019.4		
RIVERTON C.L.(USE) 1935 1925		" 354	"	40 00 30.791				949.7	900.8		
				75 02 10.112				240.5	1182.6		

1 FT. = .3048006 METER

COMPUTED BY: H.R. Rudolph DATE Oct. 30&31, 1947 CHECKED BY: R.M. Whitson DATE Nov. 6, 1947

M-2388-12

MAP T- 8747C PROJECT NO. PH-7(46)E SCALE OF MAP 1:20,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION Acc (INDEX) No. Pg.	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
FRANKFORT, CHAS. LANNING CO. CHIMNEY, 1925	G-1969 149	N.A. 1927	40 00 12.660			390.5 1460.0	
			75 03 41.594			986.6 436.6	
PALMYRA, C.L. (USE) 1935	-3340 361	"	40 00 35.699			1101.0 749.5	
			75 02 18.273			433.4 989.7	
PALMYRA RANGE REAR LT. 1935	" "	"	40 00 25.838			796.9 1053.6	
			75 02 19.877			471.4 951.6	
PALMYRA 33 (USE) 1935	" 361	"	40 00 30.370			936.7 913.8	
			75 02 27.256			646.5 776.6	
~~PUMP, 1933~~ ~~SUB. STA. R.M. No.1~~ 1925			~~40 00~~ ~~75 02~~	Not a Sta		~~1471.8 378.7~~ ~~1251.2 171.8~~	
PHILA. EXIDE CO. WATER TANK, 1933	-1751 93	"	40 02 12.48			384.9 1465.7	
			75 06 27.28			646.8 775.7	
PHILA. EXIDE CO. STACK, 1933	" 93	"	40 02 14.038			433.0 1417.6	
			75 06 24.982			592.3 830.2	
PHILADELPHIA, SEARS ROEBUCK CO. FLAGPOLE, 1933	" 93	"	40 01 47.522			1465.7 384.8	
			75 06 05.371			127.4 1295.3	
PHILADELPHIA, SEARS ROEBUCK CO. STACK, 1933	" "	"	40 01 51.776			1596.9 253.6	
			75 05 55.373			1312.9 109.7	
~~SUB-STATION 47-9~~			~~284,000~~ ~~2,740,000~~	Not a Sta		~~1495.2 (1552.8)~~ ~~951.1 (2096.9)~~	
~~SUB-STATION 47-13~~			~~280,000~~ ~~2,740,000~~	" " "		~~2837.6 (210.4)~~ ~~1053.5 (1994.5)~~	
~~SUB.STATION 47-32~~			~~290,000~~ ~~2,750,000~~	" " "		~~1215.5 (1832.3)~~ ~~2274.9 (773.1)~~	

1 FT. = .3048006 METER

COMPUTED BY: H.R.Rudolph DATE Oct. 30&31, 1947 CHECKED BY: R.M.Whitson DATE Nov. 6, 1947

M-2388-12

MAP T-8747c PROJECT NO. PH-7(46)E SCALE OF MAP 1:20,000 SCALE FACTOR none

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD	(BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)
~~SUB. STATION, HOUSE OF CORRECTION No. 3 1935~~			~~40 01~~ Not △ Sta ~~75 00~~				~~932.5~~ ~~1243.6~~	~~(918.1)~~ ~~(179.1)~~		
~~SUB. STATION FELIN, 1933~~			~~40 03~~ " " " ~~75 04~~				~~1766.6~~ ~~305.5~~	~~(84.0)~~ ~~(1116.3)~~		
CLARK 1884-85	Acc. No. G-1869 Pg. 10	N.A. 1927	40 00 29.791 75 02 08.599	Local			918.8 204.0	931.7 1219.1		
~~67-9~~	Field Comp 1946	"	284,915.36 2,743,108.52	4,915.36 3,108.52	5,084.64 6,891.48		1,498.2 947.5	1,549.8 2,100.5		
~~47-23~~	"	"	289,331.99 2,743,476.84	9,331.99 3,476.84	668.01 6,523.16		2,844.4 1,059.7	203.6 1,988.3		
~~47-25~~	"		~~287,265.75~~ 2,749,869.69	7,265.75 8,869.69	2,734.25 130.31		2,214.6 3,008.3	833.4 39.7		
~~47-32~~	"	"	~~294,049.74~~ ~~2,757,368.47~~	~~4,049.74~~ ~~7,368.47~~	~~5,950.26~~ ~~2,631.53~~		1,234.4 2,245.9	1813.6 802.1		
BUDD, 1946	"	"	294,065.39 2,757,683.66	4,065.39 7,683.66	5,934.61 2,316.34		1,239.1 2,342.0	1808.9 706.0		
RIVERTON WHARF 2, 1911	Acc.No. G-3340 Pg.354	"	40 00 53.733 75 01 05.673				1,657.2 134.5	193.3 1288.4		
NJ GCS MON 2882, 1939	Burlington County	"	427,812.04 1902,013.65	7812.04 2013.65	2187.96 7986.35		~~2381.1~~ 613.8	~~666.9~~ 2434.2		
PHILA ALLSAINTS CHURCH SPIRE, 1933	Acc.No. G-1751 P. 96	"	40 00 05.240 75 04 14.766				161.6 350.2	1688.9 1073.0		
PALMYRA RIVERTON-PALMYRA WATER CO. LARGER STANDPIPE, 1933	" " Pg.93	"	40 00 00.102 75 00 40.244				~~3.1~~ 954.6	~~1847.4~~ 468.6		

1 FT. = .3048006 METER

M-2388-12

COMPUTED BY: H.R.Rudolph DATE 23 December 1947 CHECKED BY: R.M.Whitson DATE Nov. 6, 1947.

MAP T- 87470 PROJECT NO. PH-7(46)E SCALE OF MAP 1:20,000 SCALE FACTOR none

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
N.J. G.C.S. MON 2880	Burlington County	N.A. 1927	430,932.71	932.71 (9067.29)		284.3 2,763.7	
			1,906,204.03	6204.03 (3795.97)		1891.0 1,157.0	
N.J. GCS MON. 2881	"	"	428,668.37	8668.37 (1331.63)		2642.1 405.9	
			1,903.130.23	3130.23 (6869.77)		954.1 2093.9	
NJ GCS MON 2883	"	"	426,631.09	6,631.09 (3,368.91)		2021.2 1026.8	
			1900,411.16	411.16 (9588.84)		125.3 2922.7	
NJ GCS MON 2884	"	"	425,503.94	5,503.94 (4,496.06		1677.6 1370.4	
			1,899,043. 65	9,043.65 (9 56.35		2756.5 291.5	
Felin Azimuth Mark, 1938	Pa. GP p110						
BM Q197, 1946	p110						
BM P197, 1946	p110						
BM N197, 1946	p110						
BM M197, 1946	p110						

1 FT. = .3048006 METER

COMPUTED BY: H.R.Rudolph DATE 23 Dec. 1947 CHECKED BY: R.M.Whitson DATE Nov. 6, 1947

M-2388-12

COMPILATION REPORT

MAP MANUSCRIPT SURVEY NO. T-8747C

T-8747C (Frankford quadrangle) is one of four topographic manuscripts in Project No. PH-7(46)E located along the Delaware River. These surveys are to be compiled in accordance with the instructions dated 25 March 1946, 19 July 1946 by graphic photogrammetric methods. All instructions filed in Div. Photogrammetry office files

26. CONTROL

See layout of control submitted to the Washington Office 15 January 1948 with the radial plot report. A list of stations on Form No. M-2388-12 is included in this report.

Refer to paragraph 4 of the 1946 field report.

See this paragraph of shoreline report for Survey No. T-8747-A.

27. RADIAL PLOT

Refer to radial plot report for Surveys No. T-8747 to T-8750 inclusive, which was submitted to the Washington Office 15 January 1948. Filed in Div of Photogrammetry

Station 47-25 (new control, pricked direct - positive identification) did not hold in the radial plot. Radially plotted position is 0.4 mm southeast of geographic position.

28. DELINEATION

The compilation is in accordance with the written instruction pertaining to Project NO. PH-7(46) dated 19 July 1946 and Photogrammetry Instructions No. 17 dated 15 September 1947.

Shoreline and adjacent detail were traced directly from the reduction of shoreline manuscript T-8747-A, included in the area of this survey.

The interior was delineated from nine lens photographs supplemented with field inspection data.

The contours in Pennypack Park were taken from a map of Pennypack Park, 1905, scale 1" = 200'. They were first reduced to approximately 1:12,000 using the pantograph (5 to 1 reduction). The contours were then projected down to the scale of the manuscript using the reflecting projector.

Road classifications agree with Photogrammetry Instructions No. 10, dated 4-14-47.

29. SUPPLEMENTAL DATA

1. Philadelphia Street Data Maps, 1947, scale 1" = 500'.
2. Philadelphia Street Maps, 1946, Scale 1" = 1000'.
3. Plan of Pennypack Park, 1905, scale 1" = 200' (contours)
4. Plot Plan of Budd Field, Scale 1" = 400' (approx.)
5. Plan of Lorimer Park, 1939, scale 1" = 200' (approx.)
6. Map of U. S. N aval Aviation Supply Depot, 1947, scale 1" = 100'.
7. Plan of the Borough of Riverton, N.J. 1930, scale 1"=200'.
8. Plan of the Borough of Palmyra, 1946, scale 1" = 300'
9. Reading Company, Plan of the Delaware River Front, Fairmount Ave. to Frankford Creek, Philadelphia, Pa., scale 1" = 400'.
10. U. S. Engineers Survey of the Delaware River, Philadelphia, to Trenton, 1932, revised to 1941, scale 1:10,000 (approx.)
11. Reading Co. Wayne Junction Yard, 1934, scale 1" = 200'
12. Railroad Maps:

Pennsylvania Railroad: V-1.0/1, V-1.0/2, V-1.0/18, V-1.0/19, V-1.0/20, V-1.0/21, V-1.0/23, V-1.0/24, V-1.0/20A, V-1.01/1, V-1.02/1, V-1.02/2, V-1.02/4, V-1.02/5, V-1.02/6, V-1.021/1, V-1.03/1, V-1.03/2, V-1.05/1, V-1.05/2, V-1.05/3, V-3.2/3, V-3.2/4.

Delaware River R.R. & Bridge Co. V-1.01/1

Reading R.R.

35th Ward
8, 8¼(2), 8½, 8-3/4, 9A, 9¼, 9⅜(2), 9-3/4(2), 10, 10¼(2), 11, 11¼(2) 13¼, 13½, 14, 14¼, 14½(2) 15, 15¼, 15-3/4, 16, 16¼, 16⅜

23rd Ward
10, 10¼, 10½, 10-3/4

42nd Ward
7¼, 7½, 7-3/4

30. MEAN HIGH WATER LINE

All the mean high water line was traced from the reduction of shoreline survey T-8747A.

31. MEAN LOW WATER LINE

No comment.

32. DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE

No comment.

33. WHARVES AND SHORELINE STRUCTURES

No comment

34. LANDMARKS AND AIDS TO NAVIGATION

Seven (7) existing landmarks, two (2) new landmarks, (3) existing aids to navigation, and two (2) new aids to navigation were recommended for charting.

Three (3) landmarks are recommended for deletion.

See form No. 567 submitted with this report.

35. HYDROGRAPHIC CONTROL

None shown.

36. LANDING FIELDS AND AERONAUTICAL AIDS

There are four (4) airports within the area of this survey, Northeast Philadelphia Airport and Budd Field, which were mentioned in the field report for 1947, and two (2) smaller airports, Boulevard Airport and Somerton Airport.

See Field Report, 1947, paragraph 13.

37. GEOGRAPHIC NAMES

Geographic names were taken from a final names standard furnished by the Washington Office. A list of geographic names is attached to this report.

38. JUNCTIONS

Junction with T-8749C to the south has been made and is in agreement.

There are no contemporary surveys to the north, east, and west.

38. JUNCTIONS (Continued)

Junction to the east with U. S. Army Engineers, Beverly quadrangle, 1944, scale 1:25,000, has been made and is in agreement, except for the contours. It is recommended that the field edit party check the contour junction.

Junction to the north and to the west is with the U. S. Geological Survey, Germantown quadrangle, edition of 1899, reprinted 1946, scale 1:62,500. Considering the date, scale and character of this quadrangle (surveyd by reconnaissance methods) the junction is satisfactory.

39. BOUNDARIES

The "Special Report on Boundaries" for this quadrangle submitted September 1947 by A. J. Wraight, and mentioned in the field report for 1947, was not available in this compilation office.

The boundaries listed in the field report for 1947 were transferred from the submitted plans without difficulty.

The Montgomery County boundary was delineated on the manuscript with the aid of the boundary monuments which were located by the field party, and the Philadelphia Street Data Map, 1947, scale 1" = 500'. The Cheltenham, Abington and Moreland Township boundaries were taken from the U.S.G.S. Germantown quadrangle. The borough boundaries in the New Jersey area were furnished, by the field party, on the photographs.

Refer also to the field report attached to this report.

41. DISCREPANCY OVERLAY

A discrepancy overlay has been prepared and is being submitted with this manuscript.

42. VERTICAL CONTROL

The new third order bench marks established in 1946 were transferred directly from the field photographs to the manuscript by holding common detail. Neither descriptions nor pricking cards were furnished for these bench marks.

Five (5) N.J.G.C.S. monuments in the New Jersey area of the manuscript were identified as vertical control and are shown as horizontal control stations.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

Survey No. T-8747C has been compared with the U. S. Geological Survey Germantown quadrangle, edition of 1899, reprinted 1944, scale 1:62,500. Minute comparison was not possible because of the scale

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES (Continued)

difference between the two surveys. It was evident, however, that a great many man made changes have taken place since 1899.

Previous Surveys Nos. T-1993 A and T-6395 of the U. S. Coast and Geodetic Survey are in the area of this survey, but they were not available for comparison.

45. COMPARISON WITH NAUTICAL CHARTS

Refer to the descriptive report for shoreline Survey No. T-8747 A.

Respectfully submitted
28 March 1949

Engineering Draftsman
Compilation and Descriptive Report

Photogrammetric Engineer
Compilation Office Reviewer

Photogrammetrist
Supervisor

Approved and forwarded
29 March 1949

Officer in Charge
Baltimore Photogrammetric
Office

FIELD EDIT REPORT
QUADRANGLE T-8747 A & C
(40 - 00)(75 - 00)
PROJECT PH-7 (46)

Hubert A. Paton, Chief of Party

The field edit survey of this sheet was made by Mr. W. L. Lineweaver, Cartographic Draftsman and Mr. R. A. Horn, Cartographic Engineer, from 15 June 1950 to 28 July 1950, in accordance with the Director's Field Edit Instructions dated 24 August 1945 and supplementary instructions.

46. METHODS

The field edit men ~~road~~ rode in a truck over sufficient roads, and walked the shoreline and trails necessary, to enable them to view all details within the limits of the sheet.

It should be noted here that the numerous discrepancies and additions covered by this report (and the field edit sheet) should not be considered indicative of inefficiency on the part of the original field surveys or the compilation office. Primarily it is the combined results of the time lapse between the original work and the date of field edit, plus the magnitude of building and development that has occurred in this section during the past few years. Contours have changed, creeks have disappeared, shoreline has been altered, and a multitude of buildings and roads have sprung up; all of which verify the tremendous expansion that has transpired in the northeast Philadelphia section.

3. INTERPRETATION OF THE PHOTOGRAPHS

No difficulties were experienced in the interpretation of the photographs since they were taken on 4 June 1950. Had recent photography not been supplied the field edit party the time and expense of editing would have been almost prohibitive.

The following photographs contain field edit information: 6-4-50 - 0 - 1325, 26, 28 to 32, 37 to 43, 49, 50, 55 to 62, and 66 to 73, inclusive.

4. HORIZONTAL CONTROL

Two specific control stations were investigated. The pricking card of Traverse Station 47-25 was compared with existing field conditions and the identification of said station appears to be adequate.

The triangulation station "Philadelphia, St. Leo's Church, Spire" was found to be plotted on the sheet approximately 2350 feet north-northeast of the actual location of the church. It is believed that the listed geographic position is in error. It is recommended that the Division of Geodesy be requested to review their records on this station. Done
The station has been identified by this party on photo 6-4-50 - 0 - 1355. A control Station Identification card and Form 526 are submitted with other edit data.

6. CONTOURS AND DRAINAGE

With the adjustments indicated on the edit sheet it is felt the contours will give an adequate portrayal of the relief. Minor corrections have been made at various spots and several depression contours have been deleted (the result of "fills" and leveling of surface for construction). Generally speaking the housing developments have not altered the contours. The compiler making the corrections should simply draft the contour around any new structure in cases where it would appear to bisect the building.

Various changes have occurred in drainage. Several creeks have been eliminated by "fills", with the drainage now being underground via sewers.

On photograph 1350 a small section has been re-contoured due to a change in course of Frankford Creek and development activity in the area.

7. MEAN HIGH WATER LINE

At three points along the Philadelphia shore of the Delaware River the MHWL has been adjusted to fit existing shoreline.

8. MEAN LOW WATER

A small section of approximate mean low water line has been indicated at the mouth of Pennypack Creek.

15. BRIDGES

All bridge information for the area covered by this report as listed in the U. S. Engineer's "List of Bridges Over Navigable Waters in the U. S.", dated July 1, 1941, was verified in the field, all clearances were carefully measured, and the published clearances were found to be correct except for the following discrepancies, which will be reported (with discrepancies noted in areas adjacent to this sheet) to the Local District Engineer:

DELAWARE RIVER	Field Information	Listed Information
Tacony, Pa., Palmyra, N. J. (67)	H. C. 230 (L) 245 (C)	H.C. 520 (L) 240 (C)
Drawbridge Chan.	V.C. 49.5	V.C. 53.6
Main fixed Span	58.5	64.5
PENNYPACK CREEK		
Pennsylvania R. R. (62)	3 Span V.C. 17.8*	4 Span V.C. 8.25
Philadelphia, Pennsylvania Torresdale Ave. (70)	V.C. 9.1	V.C. 12.0

*Arched Span, maximum vertical clearance.

16. BUILDINGS

Innumerable buildings have been added as the result of developments previously mentioned. To eliminate congestion on the finished sheet, it may be advisable to revise the urban limits.

18. GEOGRAPHIC NAMES

Each action on a geographic name has been verified locally through at least two independent sources. The list of recommendations are as follows:

Delete "RYERS" -- this locality has been Ryers, Five Points, Lower Fox Chase; it is now part of Burholme.
Change "LIGHTHOUST ATHLETIC FIELD" to "LIGHTHOUSE ATHLETIC FIELD".
Delete "ROSLYN" -- it is about one mile west of sheet.
Change "JEANES MEMORIAL HOSPITAL" to "JEANES HOSPITAL".
Delete "PHILMONT CLUB" -- it is north of sheet limits.
Change "NORTHEAST PHILADELPHIA AIRPORT" to "NORTH PHILADELPHIA AIRPORT" -- by City Ordinance of March 29, 1948.
Change "HUNTINGTON PIKE" to "HUNTINGDON PIKE".
Add "JUNIATA" -- west of Frankford Creek.
Relocate "FRANKFORD" -- it is east of Frankford Creek.
Relocate "BRIDESBURG" -- it is south of Frankford Creek.
Delete "LITTLE TACONY CREEK, WISSINOMING CREEK, and WINGOHOCKING CREEK" -- all have been 'filled'.
Change "POMPESTON CREEK" to "POMPESS CREEK".
Delete "COLLEGEVILLE" and "ROWLAND" (reference numbers 11 & 12 on sheet). Neither are akin to the respective areas.
Add "PENNYPACK WOODS", "ACADEMY GARDENS", "WINCHESTER PARK", "LUMAR PARK", AND "NORTHEAST VILLAGE"; all are names of recent housing developments.
Change "TACONY AVE." to "STATE ROAD"; "COMLY ROAD" to "RED LION ROAD" "WELCH ROAD" to "WELSH ROAD"; and "PALMETTO AVE" to "CASTOR AVE".
Delete "COOPERSVILLE" -- no longer in common usage.
Delete "TORRESDALE FRANKFORD COUNTRY CLUB" and "POQUESSING COUNTRY CLUB". Both are off east limits of sheet. On the latter, the original name was Holmesburg Country Club; it was changed to Poquessing Country Club for a period of approximately five years. In April of this year it was changed back to "HOLMESBURG COUNTRY CLUB", which is the recommended name.

47. ADEQUACY OF COMPILATION

The original compilation is very good. Only a few minor details had been omitted or mis-interpreted, fewer than would normally be anticipated in a sheet with this amount of detail.

48. ACCURACY TEST

A vertical accuracy test was run by conventional planetable methods in a relatively rugged area. The results of this test are as follows:

43 - Points tested.
36 - Points within ½ contour interval
5 - Points in error ½ to a full contour interval.
2 - Points in error more than full contour interval.
83.7% of all points tested were within allowable limits of accuracy.
Vertical Closure on Accuracy Test loop was 0.57' high.

No allowance made for horizontal shift. See Review Report P 66. J.R.

49. REVIEW

Mr. Joseph Meehan, Airport Manager, North Philadelphia Airport, Philadelphia, Pennsylvania has reviewed the corrected sheet and no errors were noted by him.

Submitted:
31 July 1950

Robert A. Horn
Robert A. Horn
Cartographic Engineer

Approved:

Hubert A. Paton
Chief of Party

Survey No. T-8747 C

1 Name on Survey	A On Chart No.	B On previous s. No.	C On U. S. quad Maps	D From local information	E On local Map	F P. O. Guide o.	G Rand McNal	H U. S. Light	K	
Pennsylvania									USGB	1
New Jersey									"	2
Delaware River									"	3
Philadelphia									"	4
~~Bypass U.S. 1 and 13~~	Roosevelt Boulevard									5
U.S. 1	(continued on Roosevelt Boulevard)									6
U.S. 13	(after leaving bypass)									7
U.S. No. 611	(northwest corner of Sheet)									8
U.S. 422	Near Tacony Palmyra Bridge									9
New Jersey side:										10
Burlington County										11
Cinnaminson Township										12
Riverton Cove										13
Pompess ~~Pompeston~~ Creek										14
Riverton ((Boro))										15
Riverton Country Club Golf Course										16
Palmyra (Boro)										17
Eight Mile Point										18
Tacony Palmyra Bridge (Toll)										19
Pennsylvania R.R.										20
State No. S 41										21
Pennsylvania side:										22
Bridesburg										23
Bridesburg Park										24
~~Holy Redeemer Cemetery~~										25
White Hall Commons										26
Frankford Creek										27

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Survey No. T-8747 c

2 Name on Survey	On Chart No. A	On previous survey No. B	On U. S. quad. Maps C	From local information D	On local Map E	P. O. Guide F	Rand McNal. G	U. S. Light H	K	
Philadelphia County										1
Montgomery County										2
Abington Township										3
Cheltenham Township										4
Pennsylvania R.R.										5
Reading Company										6
Lower Moreland Township										7
										8
Frankford Arsenal										9
~~Wingohocking Creek~~										10
Frankford										11
~~Oxfordville~~ (still in use for a residen~~tial area ?~~)										12
McKinley Playground										13
Belvue Cemetery ~~(correct spelling ?)~~ Erie Avenue										14
Yellow Jacket Speedway										15
~~Lighthouse Athletic Field~~ ~~(error in spelling ?)~~										16
New Cathedral Cemetery										17
Philadelphia Hospital for Contagious Diseases										18
Greenmount Cemetery										19
~~Wingohocking Creek~~										20
Juniata Park										21
Tacony Creek										22
Tacony Creek Park										23
Juniata Golf Course										24
Greenwood Cemetery										25
Oakland Cemetery										26
Friends Hospital										27

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Survey No. T-8747-C

3

Name on Survey	On Chart No. A	On previous s No. B	On U. S. qua Maps C	From local information D	On local Map E	P. O. Guide F	Rand McNa G	U. S. Light H	K	
Frankford Stadium										1
Feltonville										2
Olney										3
Crescentville										4
Har Nebo Cemetery										5
U.S. Naval Aviation Supply Depot										6
~~Little Tacony Creek~~										7
Castor Avenue										8
North Cedar Hills Cemetery										9
Frankford Avenue										10
Wissinoming Park										11
Cedar Hills Cemetery										12
Adath Eshurun Cemetery										13
Mt. Sinai Cemetery										14
Wissinoming										15
Magnolia Cemetery										16
Disston Park										17
Tacony										18
Tacony Park										19
Mayfair										20
Quaker City Gun Club										21
Tacony ~~Avenue~~ Street										22
Pennypack Creek										23
Torresdale Filter Plant										24
Torresdale Avenue										25
~~Rowland~~										26
~~Collegeville~~										27

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Survey No. T-8747 C

4 Name on Survey	A On Chart No.	B On previous s. No.	C On U. S. quad. Maps	D From local information	E On local Map.	F P. O. Guide o.	G Rand McNall.	H U. S. Light L.	K	
Torresdale										1
~~Philadelphia~~ Pequesing ~~Country Club~~										2
Holmesburg										3
Oxford and Lower Dublin Poor Farm										4
Rhawn Street										5
Cottman Avenue		~~Part of~~ State No. 73								6
~~Palmetto Avenue~~										7
Pennypack Park		(~~Narrow strip along both sides of creek~~ above Sandy Run)								8
Sandy Run										9
~~Scars~~										10
Lawndale										11
Lawndale Flag Stop Oxford Avenue		~~State No. 232 (continued on Huntingdon Pike)~~								12
Cheltenham										13
Fern Rock										14
Oak Lane		(residential area)								15
Cheltenham ~~Avenue~~ Road		(county line)								16
Melrose Country Club										17
Ashmead Village										18
Ashbourne Road										19
Oak Lane Country Day School										20
West Tacony Creek										21
Melrose Park & Playground		(residential area)								22
Ashbourne Country Club										23
~~Industrial Training School~~										24
Rock Lane Creek										25
~~Cheltenham Township School~~										26
Elkins Park		(residential area)								27

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Survey No. T-8747 C

5 Name on Survey	A On Chart No.	B On previous s. No.	C On U. S. quad. Maps	D From local information	E On local Map.	F P. O. Guide o.	G Rand McNal.	H U. S. Light L.	K	
Township Line Road			(part of State No. 73)							1
East Branch			(of Jenkintown Creek)							2
St. Basil Academy										3
Lawnview Cemetery										4
Fox Chase Road	~~State No. 163~~									5
Montefiore Cemetery										6
Burholme Avenue										7
McKinley										8
~~Cheltenham Branch~~										9
Burholme										10
Burholme Park										11
Ayes Library and Museum			~~(peelling of name ?)~~							12
Jeanes ~~Memorial~~ Hospital										13
Fox Chase										14
~~[illegible]~~										15
~~Rockledge~~ Boro of Rockledge										16
Rhawnhurst										17
Shriners Hospital										18
Evangelical Home										19
Baptist Home										20
Nazareth Hospital										
St. Margarets Vocational School										21
Welsh Road			~~(also, is name correctly applied: there is (or Welsh ?) a Welsh Ave and a Road)~~							22
~~Bustleton Branch~~			~~(of P.R.R.: is name now used?)~~							23
Axe Factory Road										24
Torresdale										25
~~Poquessing Country Club~~										26
~~Torresdale Frankford Country Club~~										27

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Survey No. T-8747 C

6

Name on Survey	A On Chart No.	B On previous sh. No.	C On U. S. quad. Maps	D From local information	E On local Maps	F P. O. Guide or	G Rand McNally	H U. S. Light L.	K	
Ashton Road										1
Grant Avenue										2
Blue Grass Road										3
North Northeast Philadelphia Airport										4
Boulevard Airport										5
Bustleton										6
Bustleton Avenue		State 532								7
Somerton Airport										8
Somerton										9
Budd Airport (Abandoned)										10
~~Fairmont Club~~		(village or residential area)								11
Huntingdon Valley			"		"	"				12
Bethayres										13
~~County Road~~										14
~~State No. 169~~										15
Robinhood Brook										16
Meadowbrook										17
~~Valley Falls Station~~										18
Moreland Road										19
~~Convent of the Daughts of the Most Holy Redeemer~~										20
Huntingdon Pike	State No. 232									21
Hollywood										22
Walnut Hill Harpers Station										23
Lorimer Park										24
Rockledge Branch										25
~~Saw Mill Run~~										26
Terydal Golf Course										27

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8

GEOGRAPHIC NAMES

Survey No.

[illegible]

Name on Survey	A On Chart No.	B On previous survey No.	C On U. S. quadrang Maps	D From local information	E On local Maps	F P. O. Guide or Ma	G Rand McNally At	H U. S. Light List	K	
[illegible]										1
Washington Lane										2
Holme Circle										3
Camp Happy										4
Olney H. S.										5
Palmyra Munic. Park										6
State Road										7
Northwood Park										8
Juniata										9
Busileton Ave.										10
Northeast Village										11
Lumar Park										12
Liberty Fair Ground (Abl.)										13
Red Lion Road										14
Philmont Road										15
Valley Falls										16
Hill Road										17
Rydal Road										18
Academy Road										19
Academy Gardens										20
Tennypack Woods										21
Krewstown Ave.										22
Chelten Hills										23
Verree Road										24
Church Road										25
Susquehanna Street Road										26
[illegible] Road										27
Highland Ave.										

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GEOGRAPHIC NAMES

9 Survey No.

- 8748 -

	Name on Survey	On Chart No. A	On previous survey No. B	On U. S. quadrang. Maps C	From local information D	On local Maps E	P. O. Guide or Ma. F	Rand McNally At. G	U. S. Light List H	K	
✓	Delmire St.										1
✓	Lexington Ave.										2
✓	Loveland Ave.										3
✓	Oxford Circle										4
✓	Pennypack Circle										5
✓	Abington [illegible]										6
✓	Cheltenham [illegible]										7
✓	Northeast Catholic [illegible]										8
✓	St Mob rt [illegible]										9
✓	Abraham Lincoln [illegible]										10
✓	Wilson Jr [illegible]										11
✓	Frankford [illegible]										12
✓	Harding Jr [illegible]										13
✓	St Marys Cem.										14
✓	World War II Memorial Park										15
✓	[illegible]										16
✓	[illegible]										17
✓	Oxbourne Country Club	Golf Course									18
✓	City of Philadelphia										19
✓	Wissinoming Yacht Club										20
✓	Riverton Memorial Park										21
✓	[illegible]										22
✓	[illegible]										23
✓	Frankford Hosp.										24
✓	#1										25
✓	[illegible] 6										26
✓	[illegible] 72										27
✓	Area 292	✓ [illegible] 532									

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GEOGRAPHIC NAMES

Survey No. 10

T 8747 C

Name on Survey	On Chart No. A	On previous survey No. B	On U. S. quadrangle Maps C	From local information D	On local Maps E	P. O. Guide or Ma. F	Rand McNally At. G	U. S. Light List H	K	
Roosevelt Blvd										1
Rising Sun Ave.										2
Wyoming Ave.										3
Adams Ave										4
[illegible]										5
[illegible]										6
[illegible] street										7
Levick St										8
[illegible] St										9
[illegible]										10
[illegible] St										11
Main St										12
N Broad St										13
Byberry Road										14
										15
Willow Grove										16
Doylestown										17
Southampton										17
Feasterville										18
Trenton										18
Bristol										19
Riverside										19
Camden										20
US 30										20
US 130										21
Alt US 422										21
										22
										23
										24
										25
										26
										27

} on quad as destinations

All names underlined and checked ~~and~~ approved after F.E. and final check.

2-13-57

a.j.w.

M 234

T-8747C

Horizontal Control to be Smooth Drafted

Triangulation Stations

1. BUDD (C)
2. FELIN (C)
3. B.M.
4. B.M.
5. B.M.
6. B.M.
7. STACK (C)
8. STACK (C)
9. STACK (C)
10. STACK (C)
11. STACK (C)
12. STACK (C)
13. STACK (C)
14. STACK (C)
15. STACK (C)
16. SPIRE (C)
17. SPIRE (C)
18. SPIRE (C)
19. SPIRE
20. TANK (C)
21. TANK (C)
22. CUPOLA (C)
23. CUPOLA (C)
24. PUMP (C)
25. FLAGPOLE (C)
26. STANDPIPE (C)
27. WELLS 2(C)
28. HOUSE OF CORRECTION 3(C)
29. STANDPIPE (E)
30. PALMYRA 33(E)
31. MON. NO. 2880 (S)
32. MON. NO. 2882 (S)
33. MON. NO. 2884 (S)

Topographic Stations

1. STACK
2. STACK
3. R. TOWER (WTEL)
4. AERO

62. Comparison with Registered Topo Surveys: For the areas in common, this survey supersedes:

T-168(1843) 1:10,000
T-2144(1885) 1:2,400
T-1934(1888) 1:1,200
T-1993(1890) 1:9,600
T-1993a(1911) 1:10,000
T-3377(1912) 1:20,000

for nautical charting purposes. This survey also supersedes T-6395(1935) 1:10,000 and T-6496(1935 1:10,000 except for offshore features such as piles, and low waterline.

63. Comparison with Maps of other Agencies:

Germantown, Pa.-N.J. (1894) 1:62,500
Beverly, Pa.-N.J.(1944) 1:24,000

A comparison was made with the junction of this map. ~~The~~ The matching of the detail was fair, contours being the most noticeably off in agreement. Although the contours do not agree in horizontal position, the differences in vertical position is relatively small - usually within 10 feet. Apparently the low water line on the south side of the Delaware River was mapped as the shoreline ~~on the south side of the Delaware River was mapped as the shoreline~~ on the Beverly quad so there is a 200 ft. difference in the position of this feature.

64. Comparision with Contemporary Hydro Surveys. - None

65. Comparision with Nautical Charts: No. 296 8/14/50 1:40,000

The clearances of the Tacony - Palmyra bridge should be corrected. This survey should be applied to this chart when it is reconstructed. Additions and changes made during review are shown in red on the manuscript.

66. Adequacy of Results:

The test of vertical accuracy run by the Field Edit party was re-evaluated during review using the allowable horizontal shift of 0.61 mm. This map complies with national map accuracy standards.

67. Navigational Aids and Landmarks:

The azimuth angle has been shown on the manuscript for Delair Range but not Palmyra range because the field parties did not obtain a "point on range" for the latter range.

Aids and landmarks are listed on Form 567 and filed in the Division of Charts as Chart Letter No. 679 (1946).

69. Classified Areas:

Cultural features in Frankford arsenal and the U. S. Naval Aviation Supply Depot have been left on the manuscript pending a decision on the classification of these areas.

70. Overlay:

An overlay has been prepared showing control, road classifications, etc. Checked and unchecked spot elevations are not differentiated on the manuscript, so they have been shown with the proper colors on the overlay.

A list of horizontal control, as they will be designated on the published map, has been prepared.

Reviewed by:

Jack L. Rihn, Cartographer

Chief, Nautical Chart Branch
Division of Charts

Approved by:

Chief, Review Section
Division of Photogrammetry

Chief, Division of Coastal Surveys

Chief, Division of Photogrammetry

8747a

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Photogrammetric Shoreline

Field No. ..... *Office No.* T-8747A

Project No. PH-7(46)E

LOCALITY

State New Jersey, Pennsylvania

General locality Delaware River

Locality Frankford Creek to Pennypack Creek

194 7

CHIEF OF PARTY

Thos. B. Reed

LIBRARY & ARCHIVES

DATE .....

B-1870-1 (1)

8747a

Form T-1

DATA RECORD

T-8747 A

Quadrangle (II):

Project No. (II): PH-7(46)E

Field Office: Camden, New Jersey
Philadelphia, Pa.

Chief of Party: E. L. Jones
Riley J. Sipe

Compilation Office:
Baltimore Photogrammetric Office

Chief of Party:
Thos. B. Reed

Instructions dated (II III):

Copy filed in Descriptive Report No. T- (VI)

Completed survey received in office:

Reported to Nautical Chart Section:

Reviewed: 5 Mar 51

Applied to chart No.

Date:

Redrafting Completed: Dean Verified: C Kupier - J J Streifler 9/7 51 August 23, 1951
Proof Edit: J J Streifler 9/17 51

Registered: 2-5-54

Published:

Compilation Scale: 1:10,000

Published Scale:

Scale Factor (III): 1.000

Geographic Datum (III): N. A.1927

Datum Plane (III): ~~M.S.L.~~ MHWL

Reference Station (III): KEYSTONE, 1911

Lat.: 40 01' 13.740" (423.8m)

Long.: 75 01' 52.087" (1235.2m)

Adjusted
~~Unadjusted~~

State Plane Coordinates (VI): PENNSYLVANIA SOUTH ZONE

X = 2,761,387.90 feet Y = 262,036.07 feet

NEW JERSEY

X = 1,897,919.63 " Y = 432,609.33 "

Military Grid Zone (VI)

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
46-D-1776 and 1777	3-3-46	1440	1:10,000	5.8' above MLW
" 1795 and 1796	3-3-46	1504 & 1505	"	5.5' " "
" 1827 and 1828	3-3-46	1533	"	5.1' " "
" 1829 and 1830	3-3-46	1535	"	5.0' above MLW
" 1840 to 1843	3-10-46	1415	"	0.3' below MLW
" 2061 to 2064	3-12-46	1415	"	2.6' above MLW
" 1805 to 1808	3-3-46	1514	"	5.4' above MLW

Tide from (III): Actual tide observations at Philadelphia corrected to Torresdale to Bridesburg

Mean Range: 5.7' **Spring Range:** 6.0'

Camera: (Kind or source) U.S.Coast and Geodetic Survey single lens camera. Wide angle, type 'D'. Focal length 12".

Field Inspection by: See page 1 of field reports for Survey No. T-8747C **date:** 12 Aug. '46- 25 Nov. 1946

Field Edit by: **date:** 18 April 1946 - 30 Sept. 1947

Date of Mean High-Water Line Location (III): Same as date of photographs supplemented with field inspection obtained during August - November 1946 and April - September 1947.

Projection and Grids ruled by (III) T.L.J. **date:**

" " " **checked by:** T.L.J. **date:**

Control plotted by: Washington Office **date:**
Additional control plotted by: R. M. Whitson **date:** 3/10/48
Control checked by: Washington Office **date:**
Additional control checked by: R. Glaser 3/12/48

Radial Plot by: **date:**
Detailed by: Washington Office **date:** 12/16/47

~~Detailed~~ **by:** **date:**
Additional detailing by: Ruth M. Whitson (1/2/48 to 1/21/48
(1/26/48 to 2/10/48
(2/16/48 to 2/19/48

Reviewed in compilation office by: R.Glaser **date:** DATE: 3/12 to 3/18/48

Elevations on Field Edit Sheet checked by: **date:**

STATISTICS (III)

Land Area (Sq. Statute Miles): 5

Shoreline (More than 200 meters to opposite shore): 9 statute miles

Shoreline (Less than 200 meters to opposite shore): 5 statute miles

Number of Recoverable Topographic Stations established: 4

Number of Temporary Hydrographic Stations located by radial plot:

Leveling (to control contours) - miles:

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:

T-8747-A SUMMARY

This is one of a series of 24 shoreline maps in Project Ph-7(46) covering both sides of the Delaware River from Trenton, New Jersey and extending southward to Lower Delaware Bay.

These shoreline maps at 1:10,000 scale are to furnish data for:

(1) Revision of nautical charts

(2) A series of 18 topographic compilations at 1:20,000 scale.

The latter compilations are to be published by the U. S. Geological Survey as standard topographic quadrangles at a scale of 1:24,000.

This map has furnished detailed shoreline information for the southern half of the topographic compilation T-8747C.

FIELD REPORT
SHORELINE MANUSCRIPT, SURVEY NO. T-8747A

The area of this shoreline is covered by topographic Survey No. 8747C. For field data covering Survey No. T-8747A, refer to the field reports of the above mentioned topographic survey.

COMPILATION REPORT

SHORELINE MANUSCRIPT, SURVEY NO. T-8747 - A

Survey No. T-8747-A is one of five (5) shoreline manuscripts in Project No. PH-7 (46)E, located in or near the city of Philadelphia, along the Delaware River.

T-8747-A was compiled in the Washington Office by stereoplanigraph and was revised in the Baltimore Compilation Office.

26. CONTROL:

Sixteen (16) additional control stations were plotted within the revised area of this survey at the Baltimore Compilation Office.

A list of stations on Form No. M 2388-12 is included in this report.

Triangulation station BRIDESBURG PRESBYTERIAN CHURCH SPIRE, 1925, which was plotted on the manuscript in the Washington Office, was reported lost in 1935 and in 1946. The station has been removed from the manuscript.

Triangulation station Tacony Rear Range Lt. 1933 was not plotted on the manuscript because the field party of 1946 reported the range discontinued and the light removed.

The spelling of station names FRANKFORD, CHAS. LENNIG CO., CHIMNEY, 1925, and FRANKFORT, CHAS. LENNIG CO. STDP., 1925, is in disagreement with the spelling as shown on the geographic position list. They have been shown on the manuscript as listed in the geographic position list in accordance with instructions contained in a letter from the Acting Director dated 9 March 1948, a copy of which is attached to this report.

27. RADIAL PLOT

None.

28. DELINEATION:

The compilation is in accordance with the written instructions pertaining to Project No. Ph-7(46)E, dated 25 March 1946 and 19 July 1946.

T-8747-A was compiled in the Washington Office by stereoplanigraph using reduced diapositives of single lens normal photographs Nos. 1794 through 1796 and 1827 through 1830. The diapositives were reduced 210 mm/6" to correspond to normal 210 mm machine projectors. Five models were employed.

28. DELINEATION: (Continued)

Considerable revision was found to be necessary in order to comply with present instructions and standardized methods of compilation.

Using prominent shoreline features, and road intersections as control points, the shoreline and immediately adjacent planimetry was re-delineated in accordance with field inspection data.

Groups of buildings, delineated as one large block were prevalent throughout the survey. These buildings were re-delineated after careful examination of the photographs.

The stereoplanigraph delineation of Frankford Creek was not completed to the neat line of the manuscript. In order to accomplish this delineation in the Baltimore office, it was first necessary to graphically transfer several detail points in this area from the topographic manuscript T-8747C.

Four (4) recoverable topographic stations were radially plotted on the manuscript from photographs oriented to numerous triangulation stations in the area.

The limits of the revision in the Baltimore Photogrammetric Office has been defined by a washable red ink line on the reverse side of the manuscript. Removed during review

30. MEAN HIGH WATER LINE:

The shoreline was delineated from single lens photographs (1:10,000 scale field ratio prints) in accordance with the field identification shown thereon. Shoreline, for which no field inspection was furnished, was delineated in the compilation office after cafeful stereoscopic examination of the photographs.

31. MEAN LOW WATER:

Only that portion of the mean low water line identified by the field party was delineated on the map manuscript.

32. DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE:

Field inspection was adequate for interpretation of these features.

33. WHARVES AND SHORELINE STRUCTURES

Delineated in accordance with the field identification.
(See Field Report for Survey No. T-8747C, Paragraph 9, 1946).

34. LANDMARKS AND AIDS TO NAVIGATION:

Nine (9) landmarks, and five (5) aids to navigation are to be charted.

Three (3) landmarks are to be deleted.

See form No. 567 submitted with reports for Topographic Survey No. T-8747C. Filed as Chart Letter #679(1946) in the Div of Charts.

35. HYDROGRAPHIC CONTROL

None.

36. LANDING FIELDS AND AERONAUTICAL AIDS

None

38. GEOGRAPHIC NAMES:

Geographic names were taken from final names standards furnished by the Washington Office. A list of geographic names is attached to this report. See name list in Descriptive Report for T-8747C.

39. JUNCTIONS:

Junctions with Surveys Nos. T-8749B to the south, and T-8767 to the east, will be made when those surveys have been compiled.

There are no other contemporary shoreline surveys.

~~T-8747A is a part of Topographic Survey No. T-8747C.~~

40. BOUNDARIES:

None

41. BRIDGES:

See 1946 Field Report for noted clearance discrepancies:

44. COMPARISON WITH EXISTING TOPOGRAPHIC SURVEYS:

Survey No. T-8747A has been compared with the U.S.Geological Survey, Germantown quadrangle, scale 1:62,500. Minute comparison was not possible because of the great difference in scale between the two surveys. Also many natural and man-made changes have occurred since the date of the original quadrangle survey. The most obvious difference is the absence of the Tacony Palmyra Bridge on the quadrangle.

45. COMPARISON WITH NAUTICAL CHARTS

Survey No. T-8747-A has been compared with Nautical Chart No. 296, scale 1:40,000, and found to be in fair agreement.

The following topographic information shown on T-8747A is of sufficient importance to warrant immediate application to the chart:

None.

The following topographic details above the plane of mean high water are not shown on this manuscript, but are believed to still exist and should be carried forward on the chart:

None

Low water features are shown in part and should be completed by the hydrographic party.

Respectfully submitted
25 February 1948

Ruth A. Whitson
Engineering Draftsman
Compilation and Descriptive Report

Raymond Glaser
Engineering Draftsman
Photogrammetric Office Reviewer

Harry R. Rudolph
Supervisor

Approved and forwarded
23 March 1948

Officer in Charge
Baltimore Photogrammetric Office

GEOGRAPHIC NAMES

See Geographic Name List in T-8747C Descriptive Report

- BRIDESBURG
- DELAWARE RIVER
- EIGHT MILE POINT
- FRANKFORD ARSENAL
- FRANKFORD CREEK
- PALMYRA
- PENNYPACK CREEK
- PENNSYLVANIA RAILROAD (P.R.R.)
- ~~POMPESTON CREEK~~
- RIVERTON
- TACONY
- TACONY PALMYRA BRIDGE
- ~~WISSINOMING CREEK~~

MAP T-8747A PROJECT NO. PH-7(46)E SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX) Acc. No.	Pg.	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD	(BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)
PALMYRA RIVERTON-PALMYRA WATER CO., LARGER S. PIPE 1933	G-1751	93	N.A. 1927	40 00 00.102				3.1	1847.4		
				75 00 40.244				954.6	468.6		
FRANKFORD PUMPING 2, 1925	G-1664	77	"	40 00 48.331				1490.6	359.9		
				75 02 52.151				1236.8	186.2		
PUMP, 1933	"	68	"	40 00 48.479				1495.2	355.3		
				75 02 52.804				1252.3	170.7		
PUMP 1933 SUB. STA. R/M No. 1, 1925				~~40 00~~ ~~75 02~~	Not a Sta			~~1471.8~~ ~~1251.2~~	~~378.7~~ ~~171.8~~		
PHILA. QUAKER CITY RUBBER CO. WATER TANK, 1933	G-1751	95	"	40 00 42.128				1299.3	551.2		
				75 03 12.833				304.4	1118.6		
PHILA. INT. SHOE CO. STACK, 1933	"	96	"	40 00 32.877				1014.0	836.5		
				75 03 24.876				590.0	833.1		
PHILA. ALL SAINTS CHURCH SPIRE, 1933	"	96	"	40 00 05.240				161.6	1688.9		
				75 04 14.766				350.2	1073.0		
PHILA. FITLER ROPE CO. STACK, 1933	"	95	"	40 00 38.881				1199.2	651.3		
				75 03 37.093				879.7	543.3		
PHILA. FITLER ROPE CO. ~~SILVER~~ WATER TANK, 1933	"	95	"	40 00 39.530				1219.2	631.3		
				75 03 33.690				799.0	624.0		
PHILA. J.W. WATSON CO. STACK, 1933	"	94	"	40 00 45.97				1417.8	432.7		
				75 03 56.69				1344.5	78.5		
PHILA., FRANKFORD ARSENAL NE'LY TWIN STACK, 1933.	"	94	"	40 00 25.045				772.4	1078.1		
				75 03 41.825				992.0	431.1		
RIVERTON WHARF 2, 1911.	G-3340	354	"	40 00 53.733				1657.2	193.3		
				75 01 05.673				134.5	1288.4		

1 FT. = .3048006 METER

M-2388-12

COMPUTED BY: H.R.Rudolph DATE Oct. 30 & 31, 1947 CHECKED BY: R.M.Whitson DATE Nov. 6, 1947.

MAP T- 8747A PROJECT NO. PH-7(46)E SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX) Acc. No.	Pg.	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD	(BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)
	G-		N.A.	40 00 ~~29.791~~	Look			918.8	931.7		
~~CLARK, 1884-85~~	1969		1927	~~75 02 08.599~~				204.0	1219.1		
FRANKFORD, CHAS. LENNIG CO. CHIMNEY, 1925	"	"	"	40 00 12.660				390.5	1460.0		
				75 03 41.594				986.6	436.6		
FRANKFORD, CHAS. LENNIG CO. S PIPE (USE) 1925	"	"	"	40 00 12.977				400.3	1450.3		
				75 03 42.858				1016.6	406.6		
RIVERTON LIGHT 1935	G- 3340	362	"	40 00 52.96				1633.4	217.1		
				75 01 05.08				120.5	1302.5		
RIVERTON ~~BIDDLE'S~~ HOUSE FLAGSTAFF (1911	"		"	~~40 00 47.368~~	Look			1460.9	389.6		
				~~75 01 46.050~~				380.6	1042.4		
PALMYRA RANGE FRONT LIGHT, 1935	"	361	"	40 00 42.595				1313.7	536.8		
				75 01 46.824				1110.5	312.5		
RIVERTON, C.L. (U.S.E.) 1935	"	354	"	40 00 30.791				949.7	900.8		
				75 02 10.142				240.5	1182.6		
PALMYRA, C.L. (U.S.E.) 1935	"	361	"	40 00 35,699				1101.0	749.5		
				75 02 18.273				433.4	989.7		
PALMYRA RANGE REAR LT., 1935	"	361	"	40 00 25.838				796.9	1053.6		
				75 02 ~~19.877~~				471.4	951.6		
PALMYRA 33 (USE) 1935	"	"	"	40 00 30.370				936.7	913.8		
				75 02 27.256				646.5	776.6		
PHILA. SEARS ROEBUCK CO., STACK 1933	G- 1751	93	"	40 01 51.776				1596.9	253.6		
				75 05 55.373				1312.9	109.7		
TACONY, DELANEY TANK, 1935	G- 3340	362	"	40 01 26.898				829.6	1020.9		
				75 01 45.099				1069.4	353.4		

1 FT. = .3048006 METER

COMPUTED BY H.R.Rudolph DATE Oct. 20 & 31, 1947 CHECKED BY: R.M.Whitson DATE Nov. 6, 1947

M-2388-12

MAP T-8747A PROJECT NO. PH-7(46)E SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION Acc. No. (INDEX) Pg.	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
TACONY, ST.VINCENTS SCHOOL CUPOLA, 1925	G-3340 362	N.A. 1927	40 01 20.774 75 01 53.207			640.7 1209.8 1261.7 161.1	
KEYSTONE, 1911	G-1664 68	"	40 01 13.740 75 01 52.087			423.8 1426.8 1235.2 187.6	
PHILA. H.F.DISSTON & SONS CO., SQUAT BL.WATER TANK,1933	G-1751 95	"	40 01 11.227 75 02 21.786			346.3 1504.3 516.6 906.2	
TACONY, HENRY DISSTON & SONS BELL TOP CHIMNEY 1925	G-3340 362	"	40 01 05.603 75 02 23.160			172.8 1677.8 549.2 873.6	
PHILA, TACONY WORSTED MILLS,STACK, 1933	G-1751 95	"	40 01 01.381 75 02 32.544			42.6 1808.0 771.8 651.1	
HOLMESBURG EMANUEL CHURCH SPIRE, 1933	G-1751 92	"	40 02 34.08 75 01 25.19			1051.1 799.5 597.2 825.2	
TORRESDALE ROUND HOUSE CUPOLA, 1911	G-3340 363	"	40 02 09.093 75 00 09.399			280.5 1570.1 222.8 1199.7	
WELLS 2, 1911	G-3340 354	"	40 01 08.524 75 00 18.117			262.9 1587.7 429.6 993.3	
~~FELIN, 1933~~	G-1664 56	"	40 03 56.043 75 04 13.113	Falls off sheet		1747.0 103.6 610.7 1111.1	
~~SUB STATION FELIN, 1933~~			40 03 75 04			1966.6 84.0 305.5 1116.3	
HOLMESBURG SIGNATURE HOSIERY CO. TANK, 1935	G-3340 362	"	40 02 00.007 75 01 29.890			0.2 1850.4 708.7 713.9	
PHILA. HOME FOR INDIGENTS,STACK 1933	G-1751 94	"	40 01 41.169 75 01 08.911			1269.8 580.8 211.3 1211.4	

1 FT. = .3048006 METER

M-2388-12

COMPUTED BY: H.R.Rudolph DATE Oct. 30 & 31, 1947 CHECKED BY: R.M.Whitson DATE Nov. 6, 1947

MAP T- T-8747-A PROJECT NO. PH-7(46)E SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX) Acc. No.	Pg.	DATUM	LATITUDE OR y-COORDINATE LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD	(BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)
HOUSE OF CORRECTION, ~~NK~~ 3 1935	3340	354	N.A.	40 01 30.305				934.7	915.9		
			1927	75 00 52.838				1252.9	169.8		
SUB STATION HOUSE OF CORRECTION No. 3, 1935				40 01 75 00				932.5 1243.6	918.1 179.1		
Philadelphia Exide Co., stack, 1933											
Philadelphia, Exide Co, water tank, 1933											
Philadelphia, Sears Roebuck Co, flag pole, 1933											
Philadelphia, Rapid Transit Co. water tank, 1933											
Philadelphia, L.H. Gilmer Co, stack, 1933											
Philadelphia, L.H. Gilmer Co, water tank, 1933											
Palmyra, Epworth Methodist Episcopal Church, spire, 1935											
Mon. No. 2880, NJGSC											
Mon. No. 2881, "											
Mon. No. 2882, "											
Mon. No. 2883, "											
Mon. No. 2884, " Bridgeboro, St. Dominics Church, Spire, 1933											

1 FT. = .3048006 METER

COMPUTED BY: H.R.Rudolph DATE Oct. 30 & 31, 1947 CHECKED BY: R.M.Whitson DATE Nov. 6, 1947

M-2388-12

U. S. COAST AND GEODETIC SURVEY

WASHINGTON, D.C. 63-VW

9 March 1948

To : Officer in Charge
Baltimore Photogrammetric Office
U. S. Coast and Geodetic Survey
518 East 32nd Street
Baltimore 18, Maryland.

Subject: Control Station Name

In reply to your letter of 5 March, the names of the two intersection points in question should be carried as shown on the geographic position list. Unfortunately there are some discrepancies in names of intersection stations in our files as shown in the descriptions and the geographic positions. The accepted form in the order given is the name of the town, identifying company or other name, type of building or structure, and the actual point observed. The names of marked stations should be followed exactly as shown.

J. H. Hawley
Acting Director

Horizontal Control to be shown on T-8747A

1. Stations

1. Frankford, Charles Lennig Co., chimney, 1925
2. Frankford, " " " standpipe (USE), 1925
3. Riverton Light, 1935
4. Riverton C.L. (USE), 1935
5. Palmyra Range Front Light, 1935
6. " " Rear " 1935
7. " , C.L. (USE), 1935
8. " 33 (USE), 1935
9. Philadelphia, Sears Roebuck Co., stack, 1933
10. " , " " " , flag pole, 1933
11. " , H. F. Disston & Sons Co., squat black water tank, 1933
12. " , Tacony Worsted Mills, stack, 1933
13. " , Holmesburg Emanuel Church, spire, 1933
14. " , Home for Indigents, stack, 1933
15. " , Exide Co., stack, 1933
16. " , " " , water tank, 1933
17. " , Rapid Transit Co., water tank, 1933
18. " , L. H. Gilmer Co., stack, 1933
19. " , " " " , water tank, 1933
20. " , Quaker City Rubber Co., water tank, 1933
21. " , International Shoe Co., stack, 1933
22. " , All Saints Church, spire, 1933
23. " , Fitler Rope Co., stack, 1933
24. " , " " " , water tank, 1933
25. " , J. W. Watson Co., stack, 1933
26. " , Frankford Arsenal, northeasterly twin stack, 1933
27. Palmyra, Riverton-Palmyra Water Co., larger standpipe, 1933
28. Frankford Pumping No. 2, 1925
29. Pump, 1933
30. Riverton Wharf 2, 1911
31. Tacony, Delaney Tank, 1935
32. " , Henry Disston & Sons, bell top chimney, 1925
33. " , St. Vincents School, cupola, 1925
34. Keystone, 1911
35. Wells 2, 1911
36. Holmesburg, Signature Hosiery Co., tank, 1935
37. House of Correction 3, 1935
38. Palmyra, Epworth Methodist Episcopal Church, spire, 1935
39. Mon. No. 2880, NJGSC
40. " " 2881 "
41. " " 2882 "
43. " " 2883 "
44. " " 2884 "
45. Torresdale, Round House, cupola, 1911
46. Bridesburg, St. Dominic's Church, spire, 1933

2. Stations

1. Delair Range Rear Light, 1946
2. " " Front " , 1946
3. Stack, 1946
4. Stack, 1946

Review Report T-8747A
Shoreline Map Manuscript
March 6, 1951

61. General:

This survey furnished detailed shoreline information for T-8747C (1950) 1:20,000.

62. Comparison with Registered Topo Surveys:

For the areas in common, this survey supersedes:
T-168(1843) 1:10,000
T-2144(1885) 1:2,400
T-1934(1888) 1:1,200
T-1993(1890) 1:9,600
T-1993a (1911) 1:10,000
T-3377 (1912) 1:20,000 for nautical charting purposes.

This survey also supersedes T-6395 (1935) 1:10,000 and T-6496 (1935) 1:10,000 except for offshore features: stone and gravel spoil banks, low waterline.

63. Comparison with Maps of Other Agencies:

Germantown, Pa.-N.J. (1894) 1:62,500

64. Comparison with Contemporary Hydro Surveys:

None

65. Comparison with Nautical Charts

No. 296 8/14/50 1:40,000

The clearances of the Tacony-Palmyra Bridge should be corrected. T-8747A should be applied to this chart when it is reconstructed. Additions and changes made during review are shown in red on the manuscripts.

66. Adequacy of Results:

This map complies with national map accuracy standards.

68. Field Edit:

Information obtained by the Field Edit Party in June and July 1950 for T-8747C was also applied to this survey.

Reviewed by:

Jack L. Rihn

John L. Rihn, Cartographer

Approved:

S. V. Griffin
Chief, Review Section
Div. of Photogrammetry

H. C. Edmonston
Chief, Nautical Chart Branch
Division of Charts

O. S. Reading for SVG
Chief, Div. of Photogrammetry

Chief, Div. of Coastal Surveys

NAUTICAL CHARTS BRANCH

SURVEY NO. T 8747 a&c

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
11/9/53	Reconst 296	JTW et al	~~Before~~ After Verification and Review Completely
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

M-2168-1

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.