

8748abc

Phil

Diagram Cht. 205-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Hydrographic

Field No. 194 Office No. 17

LOCALITY

State Florida

General locality Off. of Ft. Pierce

Locality Off. of Ft. Pierce

194 - 174

CHIEF OF PARTY

W. L. Jones, Chief of Party, U.S.C.G.S.
W. L. Jones, Chief of Party, U.S.C.G.S.

LIBRARY & ARCHIVES

DATE March 13, 1952

FORWARD

T-8748 consists of three sheets covering the Philadelphia 7½-minute quadrangle, latitude 39° 52½' to latitude 40°, longitude 75° 07½' to longitude 75° 15'. The three sheets are as follows:

T-8748A.--A shoreline survey, scale 1:10,000 covering the lower half of the quadrangle.

T-8748B.--A shoreline survey at scale 1:10,000 covering the northern half of the quadrangle.

T-8748C.--A topographic map at scale 1:20,000 covering the entire quadrangle and including all information on T-8748A and T-8748B.

T-8748A and T-8748B were first compiled and details from these sheets transferred to the 1:20,000 scale manuscript T-8748C.

The three sheets are being filed in one tube in the vault. T-8748C will be published by the Geological Survey and a colored print will also be filed in the same tube as soon as it becomes available.

A separate descriptive report has been prepared for each of the above sheets. These reports have been combined in one cover. The principle report being T-8748C.

DATA RECORD

T-8748C

Quadrangle (II): Philadelphia

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

Field Office: Camden, N.J.
Philadelphia, Pa.Chief of Party: E.L. Jones
Riley J. SipeCompilation Office:
Baltimore Photogrammetric OfficeChief of Party:
T.B. ReedInstructions dated (II III):
25 March 1946, 19 July 1946,
15 September 1947Copy filed in *Div. of Photogrammetry*
~~Report No. T~~ Descriptive (VI)Completed survey received in office:
10-21-48

Reported to Nautical Chart Section:

Reviewed: 16 June 50 Applied to chart No. Date:

Redrafting Completed: 20 June 1952 *G.M. Greene - Verified J.S.*

Registered: 9-25-51 Published:

Compilation Scale: 1:20,000 ✓ Published Scale: 1:24,000

Scale Factor (III): 1.000

Geographic Datum (III): N.A. 1927 ✓ Datum Plane (III): M.S.L.

Reference Station (III): PENN, 1933 ✓

Lat.: 39° 56' 57.141" (1762.3m) Long.: 75° 11' 21.611" (513.0m) Adjusted ✓
~~Unadjusted~~State Plane Coordinates (VI): *Pennsylvania, South Zone*X = 2,717,850.99 Feet Y = 234,758.03 Feet
New Jersey
X = 1,853,458.29 Feet Y = 406,865.51 Feet

Military Grid Zone (VI)

PHOTOGRAPHS (III)
75th meridian

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
15527 -15528	3/10/46	1240	1:20,000	0.2' above MLW
15627 -15628	3/21/46	1445	1:20,000	0.4' above MHW
* 15635	3/21/46	1505	1:20,000	
15636	3/21/46	1505	1:20,000	0.5' above MHW
* 15641	3/21/46	1520	1:20,000	

See also reports for T-8748A and T-8748B

* Not used for compilation.

Tide from (III): Actual tide observations at Philadelphia corrected to Gloucester to Billingsport (including Schuylkill River to dam).

Mean Range: 5.3'

Spring Range: 5.6'

Camera: (Kind or source) U.S.Coast & Geodetic Survey nine lens camera.
Focal length 8 $\frac{1}{4}$ ".

Field Inspection by: See page 1 of field reports for T-8748C date: 9-23-46 to 11/25/46
5-8-47 to 10-7-47

Field Edit by: J. D. Weiler

date: Feb. 1949

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

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

date: 12/3/46

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

date: 12/3/46

Control plotted by: R.M.Whitson

date: 11/18/47

Control checked by: J.C.Richter

date: 11/20/47

Radial Plot by: F.J.Tarcza

date: 12/10/47

Detailed by: Ruth E. Rudolph

date: 4/13/48 to 7/30/48
8/16/48 to 8/25/48

Reviewed in compilation office by:
Raymond Glaser

date:
Sept.-Oct. 1948

Elevations on ^{manuscript} ~~Field Edit~~ Sheet
checked by: Raymond Glaser

date: Sept.Oct.1948

STATISTICS (III)

Land Area (Sq. Statute Miles):

50

Shoreline (More than 200 meters to opposite shore): 30.5 statute miles

Shoreline (Less than 200 meters to opposite shore): 18 statute miles
(measured along approximate centerline only)

Number of Recoverable Topographic Stations established: Seventeen *

Hydrographic signal sites

Number of ~~Temporary Hydrographic Stations~~ located by radial
plot: none

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.

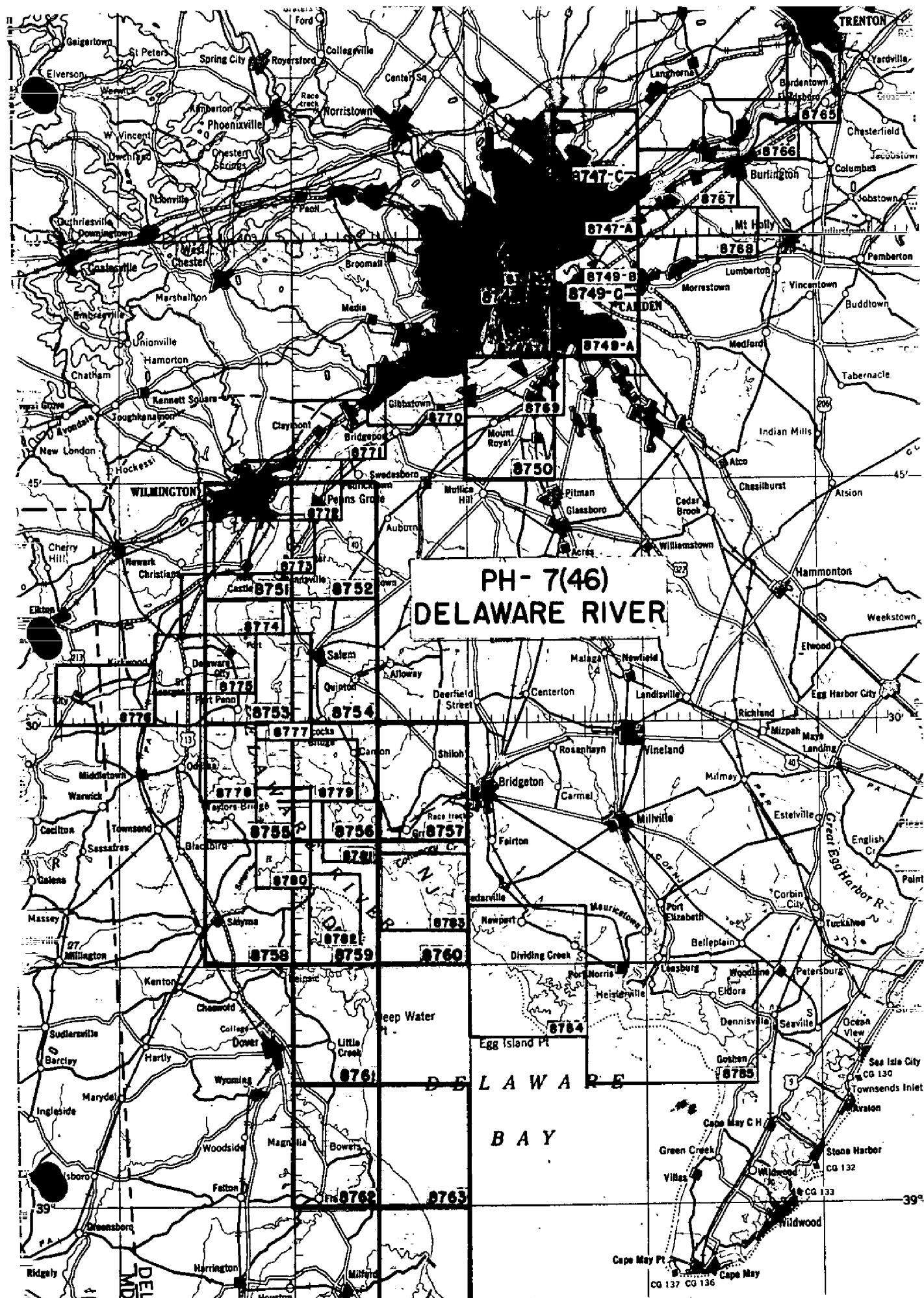
When entering names of personnel on this record give the
surname and initials (not initials only).

Remarks: * Five Forms No. 524 are herewith submitted.

Three Forms No. 524 have been submitted with T-8769.

Eight Forms No. 524 have been submitted with T-8748A.

No Form No. 524 has been submitted for TOWER, 1946.



Field Inspection Report
T-8748 (39052.5 / 75-07.5 / 7.5)
Project Ph-7 (46)
Sub-Project E
E. L. Jones, Chief of Party

At the close of the 1946 field season all phases of field work for this quadrangle was completed except contouring, interior 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:

<u>Name & Title</u>	<u>Field Work</u>	<u>1946 Dates</u>
Ben O. Bryant Photo Aid	Horizontal Control Recovery Shoreline	23 Sept - 1 Nov. 23 Sept - 1 Nov.
Howard W. Thune Photogramm'rst	Levels Interior Inspection	26 August - 25 Oct. 11 Sept. - 15 Nov.
Thomas W. Merriken Photo Aid	3rd Order Levels	12 - 31 Aug.
Donald G. Flipppo Photo Aid	Contours	7 - 26 Oct.
John. S. Howell Topographic Engr.	Contours Vertical Control Recovery Interior Inspection	26 Aug. - 10 Nov. 26 Aug. - 10 Nov. 26 Aug. - 15 Nov.
Harland R. Cravat Photogramm'rst	Supervisor	7 Oct. - 25 Nov.

1. Description of the Area:

Nearly the whole area is occupied by the modern, yet deeply rooted in historical past, city of Philadelphia. Here, in all the graceful simplicity of American Colonial architecture, rise the white spire, and red brick walls of Independence Hall, the birthplace of the Declaration of Independence and the Constitution of the United States. Within the confines of this great city stands the Liberty Bell, world wide symbol of freedom, Carpenter's Hall, where spokesmen for the embattled colonies first gathered, the quaint little home, preserved as

Description of the Area (cont'd)

a national shrine where Betsy Ross sewed together the first Stars and Stripes. All these and many more historical shrines are within a few minutes walk of the center of Philadelphia.

2. Completeness of Field Inspection:

All phases of field inspection to the east of the Schuylkill River are felt to be adequate and complete.

No contouring or interior inspection was done west of the Schuylkill River.

3. Interpretation of the Photographs:

Due to the recent date of photography, March 1946, no difficulty was encountered in interpretation of the photographic details, for various phases of the work.

The interior inspection was made on 9 lens - 1/20,000 scale photos, except where details were not clear. In such instances the inspection was made on 1/10,000 scale photos and cross indexed on the 9 lens photographs; the shoreline inspection was made on single lens 1/10,000 scale photos.

4. Horizontal Control:

Ninety ⁷five horizontal control stations were searched for or recovered. Of these twenty nine were identified on the photographs, either by the substitute station method or pricking direct.

5. Vertical Control:

Field work on the vertical control consisted of recovery, and identification of existing bench marks on 9-lens photographs, establishing of new 3rd order levels, establishing 4th order elevations for contouring and the determination of a datum difference between the city of Philadelphia and our elevations.

Recovery:

24 Bench marks were recovered. Of these ~~not all~~ were identified on the photographs. In the thickly populated urban areas, where bench marks were close together, only the most prominent were identified on the photographs.

Vertical Control (cont'd)

3rd Order Levels:

Approximately 9 miles of 3rd order levels in the Northwest section of the quadrangle were completed. Equipment and methods used were those prescribed by the Division of Geodesy for 2nd order leveling.

4th Order Levels:

Approximately 20 miles of fly levels were run, in the Southwest corner of the quadrangle, for plane table contour control. Elevations were carried by wye level methods, carrying elevations to the nearest .01 of a foot. The maximum error of closure was .47 of a foot.

City Elevations & 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 at a scale of 1 inch equals 500 feet was purchased from the city of Philadelphia. The city curb elevations were carefully transferred to the blueprints and checked in the office of The City Engineer.

Check levels were run by wye level methods in each district to determine the datum difference and accuracy of the city elevations. It was found the following datum adjustments must be added in order to place the following districts on our datum:

Fairmount Park	= - 6.02 feet
District # 2	= - 5.70 "
District # 3	= - 5.97 "
District # 6	= - 5.86 "
District # 7	= - 5.72 "

218 city elevations were tested and after applying the above datum differences to the city elevations, it was found that they were of the following accuracy.

90 %	of city elevations in error not over 0.3 of a foot
4 %	of city elevations from 0.3 to 1.0 foot
6 %	of city elevations in error over 1 foot

A second field examination of the elevations found to be in error over one foot was made and it was found that the curbs were badly broken or new construction had occurred since the initial city leveling. In view of the density of city elevations (elevations every block) they were accepted for contouring with understanding that the contour man should constantly be on the alert for any city elevations which might be in error. Such elevations were to be disregarded.

6. Contours and Drainage:

No contouring was done on the west side of the Schuylkill River. Contouring on the east side of the Schuylkill River was completed in the field. The contour interval was 20 feet except 10 foot and 30 foot contours were also surveyed, directly on 1/20,000 scale, 9-lens photos.

In the urban area where elevations were secured from the city engineers office at one block intervals, they were used for vertical control after the datum adjustments were made. A contour party consisted of three men, a topographer, a notekeeper, and rodman. Contours were interpolated between the city elevations by the aid of hand levels, and every city block was visited by the topographer. He was constantly on the alert for any city elevations which were in error. When a discrepancy was found in city elevations, several others were used to determine the correct elevation.

The topographer used a 1 inch equals 500 feet scale street map for a guide, with the city elevations entered thereon. The map gave the topographer a rapid position location and assisted in keeping contour photographs from being cluttered with city elevations which would obscure much detail.

In the more open country and where city elevations were not available, contouring was done by plane table methods.

7. Mean High Water Line:

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

The average range of tide is 5.3 feet.

8. Mean Low Line:

The low water line was delineated on the photographs except in areas which were bulkheaded. Here the highwater line and low water lines coincide.

9. Wharves and Shoreline Structures:

Adequately covered on photographs.

10. Details 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. *See Review Report*
JR

The azimuths of "West Horseshoe Range and East Horseshoe Range" were determined by sextant fixes.

The azimuth of "Schuylkill River Range" was not determined. This range was blocked by Navy Ships from Seaward and from landward it was impossible to obtain a point on range with out excessive building. It is recommended the field edit party determine the azimuth of this range.

12. Hydrographic Control:

Twelve recoverable topographic stations were established, picked 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.

In addition to the above, four hydrographic Signal Sites were identified on the photographs, and briefly described thereon. They were numbered 4800 to 4803 inclusive.

13. Landing Fields and Aeronautical Aids:

Two landing fields are located within the limits of the quadrangle. They were adequately delineated on the photographs.

Aeronautical Aids have been identified on the photographs and described on form # 524.

Two flares in the Gulf Refining Plant were not identified. They are elevated drums of crude oil which burn continuously, to ward air-craft away from refining stills. They are of only a semipermanent nature.

14. Roads:

Classified.

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 compilers.

16. Buildings:

No comment necessary.

17. Boundaries:

All boundaries have been delineated on the photographs in the field. Legal descriptions will be submitted under separate cover.

18. Geographic Names:

Geographic name information is the subject of a Special report by Lowell I. Bass, Engineering Aid.

Filed in Geographic Name Section, Div. of Charts.

Submitted
15 Nov. 1946

Howard W. Thune
Howard W. Thune
Photogrammetrist

Field Review
18-22 Nov. 1946

Harland R. Cravat
Harland R. Cravat

Approved
24 Nov. 1946

Edmund L. Jones
Chief of Party

By: *Harland R. Cravat*
Harland R. Cravat
Photogrammetrist

Field Inspection Report - 1947
T-8748 (39° 52.5' / 75° 07.5' / 7.5')
Project Ph-7(46)
Sub-Project 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 for this quadrangle was completed by the following personnel:

<u>Name & Title</u>	<u>Field Work</u>	<u>1947 Dates</u>
Donald G. Flipppo Photogrammetric Aide	Contours. Interior Insp.	8 May - 25 June 26 June - 28 July
Stanley J. Hathorn Photogrammetrist	Railroads Boundaries	24 - 30 September 1 - 7 October
James A. Clear Engineering Aide	Railroads	24 - 30 September
A. J. Wraight Topographic Engineer	Boundaries	1 - 3 October

1. Description of the Area:

See 1946 report.

2. Completeness of Field Inspection:

East of the Schuylkill River - See 1946 report.

West of the Schuylkill River - All phases of the field inspection were felt to be adequate and complete at the date of inspection. However, a large number of man-made changes will occur between field inspection and field edit, and these changes will be indicative of what will take place in this highly industrialized area during future years.

3. Interpretation of the photographs:

See 1946 report.

4. Horizontal Control:

See 1946 report.

5. Vertical Control:

See 1946 report.

6. Contours and Drainage:

East of the Schuylkill River - See 1946 report.

West of the Schuylkill River - The same procedure was used as outlined in the 1946 report for the area East of the Schuylkill River.

7. Mean High Water Line:

See 1946 report.

8. Mean 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:

See 1946 report.

The Phila. SW Airport Rotating Beacon was identified on single-lens photograph D-1643 and described on Form 524.

14. Roads:

East of the Schuylkill River - See 1946 report.

West of the Schuylkill River - All roads were classified in accordance with "General Instructions - Classification and Compilation of Roads", dated 30 June 1945.

15. Bridges:

See 1946 report.

16. Buildings:

See 1946 report.

17. Boundaries:

East of the Schuylkill River - See 1946 report.

West of the Schuylkill River - No boundaries were delineated on the photographs West of the Schuylkill River during 1946.

Legal descriptions for this quadrangle are included in the "Boundaries Report on Ph-7(46)" by Lowell I. Bass, Engineering Aide, dated 25 November 1946. *Filed in Div. of Photogrammetry*

The boundaries for Cobbs Creek Park and Fairmount Park may be secured from the "Philadelphia Street Data Map - 1947", scale 1 in. = 500 ft. (Plans submitted with field data for quadrangle T-8747).

All other boundaries not completely delineated on the photographs are adequately covered in a "Special Supplement to the Boundaries Report on Ph-7(46)", by A. J. Wraight, Topographic Engineer, and submitted in October, 1947; or in a letter to The Director, "Phila. Co. & City - Del. Co. & Tinicum

1
Twp., Bdry. Line, Ph-7(46)", by Stanley J. Hathorn;
Photogrammetrist, dated 9 October 1947. (Copy of letter
placed in "Boundaries Report on Ph-7(46)".) *Copy of letter, also follows*

18. Geographic Names:

See 1946 report.

Submitted
24 October 1947

Stanley J. Hathorn
Stanley J. Hathorn
Photogrammetrist

Approved
29 Oct. 1947

Riley J. Sipe
Riley J. Sipe
Chief of Party

COMPILATION REPORT

MAP MANUSCRIPT

SURVEY No. T-8748C

T-8748C (Philadelphia 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, and 15 September 1947, by graphic photogrammetric methods.

26. CONTROL

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

Because they were shown on T-8748A and T-8748B, ten additional U.S.E.D. stations were plotted on the manuscript after the radial plot was run.

27. RADIAL PLOT

Refer to the radial plot report for Surveys Nos. T-8747 to T-8750 inclusive, which was submitted to the Washington Office 15 January 1948. *Filed in Div. of Photogrammetry.*

EAST HORSESHOE FRONT RANGE LIGHT, 1925: Pricked direct, identification positive. The radially plotted position falls 26.8 millimeters northeast of the geographic position. This light was rebuilt in 1938. The Light List, North Atlantic Coast of the U.S., dated 1938, states that this light is in Howell Cove, rebuilt in 1932. The Light List, Atlantic and Gulf Coasts of the U.S., dated 1947, states that the light is on Howell Cove Dike, rebuilt in 1938. As the light has been rebuilt since its geographic position was established in 1925, it is believed that the field identification is correct but the geographic position is for the original location of the light.

PHILA., CHURCH WITH FOUR SPIRES, TOWER, 1938:- Pricked direct, identification positive. Radially plotted position falls 5.7 millimeters northeast of the geographic position. *This station is outside limits of project*

The identification and position of STATION "G" established by the Airport Survey Party was furnished the compilation office after the completion of the radial plot. The photographs upon which STATION "G" could be identified were oriented under the projection sheet and a radially plotted position was obtained 0.3 millimeter north of its geographic position.

For information concerning SCHUYLKILL RIVER ENTRANCE REAR RANGE, 1925, refer to CONTROL in the descriptive report for T-8748A. *See also Field Edit Report.*

Both the plotted position and the "new" position are shown on this manuscript.

28. DELINEATION

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

After interpolation between the contours on the forty Fairmount Park maps, scale 1" = 50' or 1:600, compiled by the W.P.A., the contours were first reduced to 1" = 500' or 1:6,000 using the pantograph. Since the scale was still too large, the vertical projector was used to further reduce to 1:20,000 and then the contours were traced on the manuscript. Four coordinate monuments, pricked as topographic stations, and common detail were used as control.

The shoreline and adjacent detail on the south side of the Delaware River were traced directly from a reduction of shoreline survey No. T-8769.

The area south of 39° 56' 15" was traced directly from a reduction of T-8748A making any necessary minor corrections or additions. Railroads were completed using the available field and supplemental data.

A reduction of shoreline survey T-8748B was traced on the manuscript except for the shoreline and immediately adjacent area on the west side of the Delaware River which was delineated using the nine lens photographs. The interior of the area covered by T-8748B and the remaining area to the north between the Schuylkill and Delaware Rivers were also delineated using the nine lens photographs.

After both the reductions were traced, subsequent field inspection data were applied, including field notes, public buildings, and contours.

Because most nine lens photographs in this area were unsatisfactory for delineation, the remaining area west of the Schuylkill River was delineated from the 1:10,000 single lens photographs using the vertical projector.

With the exception of contouring and identification of tidal bench marks, all field data were furnished on the single lens photographs, which covered the entire area of the manuscript and were most helpful where the nine lens photography was fogged or tilted.

29. SUPPLEMENTAL DATA:

1. Manual of the City Council of Philadelphia for 1945.
2. Street Map of Philadelphia published by the Philadelphia Transit Company, approximate scale 1:33,000.
3. Philadelphia Street Maps, scale 1" = 500', Dept. of Public Works, 1946.

29. SUPPLEMENTAL DATA (Continued)

4. Philadelphia Street Maps, scale 1" = 1000', Dept. of Public Works, 1946.
5. Key Plan to Topographical Sheets, Fairmount Park, scale 1" = 500", April 14, 1939.
6. Plan Showing Monuments of West Fairmount Park, scale 1" = 500'.
7. Topographic Sheets, Fairmount Park, scale 1" = 50', W.P.A.
8. U.S. Naval Ammunition Depot, Fort Mifflin, Penna., scale 1" = 200', June 30, 1946.
9. Fairmount Park, Phila., excepting Wissahickon Valley, September 28, 1943.
10. U.S. Engineers Reservation, Fort Mifflin, Penna., scale 1" = 100", August 18, 1938.
11. Esso Road Map of Pennsylvania, 1947
12. Esso Road Map of New Jersey, 1940
13. Reservation at Fort Mifflin, U.S. Engineers Department, scale 1" = 200', March 12, 1924.
14. Plan of the Edw. F. Henson Property, Tinicum Township, Delaware County, Penna. March 5, 1938.
15. Plan of Proposed Metropolitan Airport, scale 1" = 200', May 1, 1931.
16. Map of Woodbury, N.J. and Vicinity, 1929, scale 1" = 1000'.
17. Map of Gloucester County, N.J., scale 1" = 1 mile
18. Road Map of Camden County, N.J.
19. Map of Gloucester, N.J.
20. Map of Borough of Brooklawn, N.J.
21. Legal boundary descriptions of Pennsylvania, New Jersey, Gloucester County, Camden County, Greenwich Township, West Deptford Township, Haddon Township, City of Camden, City of Gloucester, and Borough of Brooklawn.
22. Reading Company Railroad blueprints -
 - a. Willow Street Branch, Delaware River to Broad Street, scale 1" = 200'.
 - b. Reading Terminal to North Broad Street Station, scale 1" = 200'.
 - c. North Broad Street Station to Wayne Junction Station, scale 1" = 200'.
 - d. Erie Avenue Yard, scale 1" = 400'.
 - e. Reading Terminal to Park Junction, scale 1" = 200'
 - f. Greenwich Point to Fairmount Avenue, scale 1" = 400'.
 - g. Philadelphia and Chester Branch, $\frac{1}{4}$, $\frac{1}{4}$ a, $\frac{1}{2}$, $\frac{3}{4}$, 1, 1- $\frac{1}{4}$, $1\frac{1}{2}$, 1- $\frac{3}{4}$, 2, $2\frac{1}{4}$, $2\frac{1}{2}$, 2- $\frac{3}{4}$, 3, $3\frac{1}{4}$, $3\frac{1}{2}$, 3- $\frac{3}{4}$, 4, $4\frac{1}{4}$, $4\frac{1}{2}$, scale 1" = 50'

29. SUPPLEMENTAL DATA (Continued)

23. Pennsylvania Railroad blueprints -

a. Connecting Railroad, Station Map, Tracks and Structures

V1.0, V1.0, V1.0, V1.0, scale 1"=100'.
4 5 6 7

b. Philadelphia Terminal Division

1. Delaware Avenue Branch, R/W and Track Map, V1.011
1

scale 1"=200'.

2. Delaware Avenue Branch, R/W and Track Map, V1.012
S.T.1

scale 1"=200'.

3. 30th Street Station to Broad Street Station, R/W
and Track Map, V1.0, scale 1" = 100'.
1A

4. Delaware Extension, R/W and Track Map, V1.04,
1

V1.04, V1.04, V1.04, V1.04, V1.04, V1.04, V1.04,
2 3 3a 3a-1 3b 3c 3d

V1.04, V1.04, V1.04, V1.04, V1.04, V1.04, V1.04,
3e 3e1 4 5 6 6a 6b

V1.04 V1.04, scale 1" = 100'.
7 8

5. Girard Point Branch, R/W and Track Map, V1.05,
1

V1.05, scale 1" = 100'.
2

6. Swanson Street Branch, R/W and Track Map, V1.07,
1

V1.07, scale 1" = 100'.
2

7. Belmont Branch R/W and Track Map, V1.010, scale
1" = 100'.
1

8. Grays Ferry Branch, R/W and Track Map, V1.08,
1

V1.08, V1.08, scale 1"=100'.
2 3

9. Philadelphia Elevated Branch R/W and Track Map,
V1.09, V1.09, V1.09, scale 1" = 100'.
1 2 3

10. Connection with Connecting Railroad, R/W and Track Map,
V1.0, scale 1" = 100'.
1

11. Connection with Schuylkill Division, R/W and Track Map,
V1.02, scale 1" = 100'.
1

12. R/W and Track Map, V1.0, V1.0, V1.0, V1.0, V1.0, V1.0, V1.0,
S.T.2, S.T.2a, S.T.2b, S.T.3, S.T.4, S.T.5, S.T.6
scale 1"=100'.

29. SUPPLEMENTAL DATA (Continued)

23. Pennsylvania Railroad blueprints (continued)

c. Schuylkill Division, R/W and Track Map, V5.0, scale 1"=100'
1

d. Philadelphia and Reading Railway Company, Philadelphia
Terminal Division

1. Delaware Avenue Branch, R/W and Track Map, V1.012JA
2

V1.012JZ, scale 1"=100'
1

2. Canal Street Branch, R/W and Track Map, V1.013ZI,
1
scale 1"=200'.

e. Philadelphia, Baltimore, and Washington Railroad, Philadelphia Terminal Division.

1. Washington Avenue Branch, R/W and Track Map, V1B,
2

V1B, V1B, scale 1"=200'.
3 4

2. Washington Avenue Branch, R/W and Track Map, V1B,
S.T.1
scale 1"=100'.

3. Washington Avenue Branch Extension, R/W and Track
Map V1D, scale 1"=100'
1

4. R/W and Track Map, V1.A, V1.A, scale 1"=100'
1 2

5. Station Map Tracks and Structures, V1.A, scale
1"=100'. S.T.1a

f. Philadelphia, Baltimore, and Washington Railroad, Maryland
Division

1. Sixtieth Street Branch, R/W and Track Map, V2.05
1

V2.05, V2.05, scale 1"=100'
2 3

2. R/W and Track Map, V2, V2, scale 1"=100'.
1 2

g. Philadelphia, Baltimore, and Washington Railroad, Media
Division

1. Philadelphia and Baltimore Central, R/W and Track
Map, V10.0, V10.0, V11.1, V11.1, scale 1"=100'.
2 3 1 2

29. SUPPLEMENTAL DATA (Continued)

24. Baltimore and Ohio Railroad Blueprints

a. Schuylkill River East Side Railroad Company, Baltimore East Division.

1. Main Line, R/W and Track Map, $\frac{V7.1}{1}$, $\frac{V7.1}{2}$, $\frac{V7.1}{3}$,
 $\frac{V7.1}{4}$, scale 1"=100'

2. South Philadelphia Track Elevation, R/W and Track Map, $\frac{V7.2}{1}$, $\frac{V7.2}{5}$, $\frac{V7.2}{6}$, $\frac{V7.4}{1}$, $\frac{V7.4}{2}$, $\frac{V7.4}{2a}$, $\frac{V7.4}{3}$, $\frac{V7.4}{4}$,

$\frac{V7.4}{5}$, $\frac{V7.4}{6}$, $\frac{V7.4}{7}$, $\frac{V7.5}{1}$, $\frac{V7.5}{2}$, $\frac{V7.5}{3}$, scale 1"=100'.

3. South Philadelphia Branch, R/W and Track Map, $\frac{V7.3}{1}$, $\frac{V7.3}{2}$, $\frac{V7.3}{2a}$, scale 1"=100'.

b. Philadelphia Perishable Products Terminal Company, Baltimore Division, R/W and Track Map, $\frac{V12.1}{1}$, scale 1"=100'.

c. Baltimore and Philadelphia Railroad Company, Baltimore Division, Main Line, Station Map $\frac{V8.1}{S1A}$, $\frac{V8.1}{S1B}$, $\frac{V8.1}{S2}$, scale 1" = 100'.

30. MEAN HIGH WATER LINE

With the exception of the Schuylkill River north of the dam, all the mean high water line was traced from the reduction of shoreline surveys T-8748A, T-8748B, and T-8769. The mean high water line north of the dam was delineated from nine lens photographs.

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

Eleven (11) landmarks and nine (9) aids to navigation were located and are to be charted.

See field reports for T-8748 and descriptive reports for T-8748A, T-8748B, and T-8769, ~~T-8750~~

35. HYDROGRAPHIC CONTROL

None shown.

36. LANDING FIELDS AND AERONAUTICAL AIDS

See the field reports for T-8748 and the descriptive report for T-8748A. Refer also to a copy of Stanley J. Hathorn's letter, dated 9 October 1947, pertaining to the Philadelphia Southwest Airport, attached to this report.

The Henry C. Mustin Aviation Field at the U.S. Naval Base falls within the limits of this survey.

37. GEOGRAPHIC NAMES

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

Lands Creek and Hollander Creek have not been shown on the manuscript because they apparently no longer exist.

38. JUNCTIONS

Junction with Survey No. T-8750 to the south has been made and is in agreement.

Junction with Survey No. T-8749C to the east will be made when that survey is compiled.

There are no other contemporary surveys.

To the north, junction was not attempted with the U.S.G.S. Germantown quadrangle, scale 1:62,500, edition of January 1899, reprinted 1941, because of the great difference in scale and the date of that survey.

To the west, the U.S.G.S. Lansdowne quadrangle, scale 1:31,680, edition of 1946, was compared with the manuscript using the vertical projector. While the general agreement between the two maps was good, a precise junction could not be effected and the manuscript was therefore compiled 1/2 inch over the neat line. The contours in green washable ink on the back of the manuscript, in the area beyond the neat line, are from the Lansdowne quadrangle. Since the contour interval on the Lansdowne quadrangle differs from that on the manuscript, only the corresponding contours were thus traced.

39. ROAD OBJECTIVES

The road objective distances of the western limit of the manuscript, where the delineation extends behind the neat line, have been measured from the neat line.

40. BOUNDARIES

Boundaries were taken from available sources of information furnished by the field party. (See supplemental data of the report).

Refer to Stanley J. Hathorn's letter regarding the Philadelphia City and County-Delaware County and Tinicum Township boundary line. One boundary monument, "Pt. A" has been radially plotted on the manuscript. Using the pantograph and holding this monument and common detail as control, the boundary line was traced from the Proposed Metropolitan Airport blueprints. This boundary line, however, does not agree with the Philadelphia quadrangle map, scale 1:62,500, edition of 1943.

41. BRIDGES

All bridge information for the area covered by this report as listed in the U. S. Engineers "List of Bridges over Navigable Waters in the U.S." dated 1 July 1941, was verified in the field, all clearances were carefully measured with a steel tape and the published descriptions and clearances were found to be correct except for the following discrepancies, (plus those listed in the descriptive reports for shoreline surveys T-8748A and T-8748B), which were not reported to the local District Engineers:

Note:
A list of bridge discrepancies for the north half of Project Ph-7 has been prepared and will be submitted to the Dist. Engr. (U.S.E.) during the field edit of map T-8747C
2-14-50
JB

me
T8748C

Miles above mouth	Bridge at	Field Measurements	Listed Measurements
SCHUYLKILL RIVER			
9.1	Girard Avenue City of Philadelphia	3 spans Horiz. Cl. - 66.0' Left 187.0' Center 102.0' Right Vert.Cl. 56.2 20.4	3 spans Horiz. Cl. 185.0' Left 185.0' Center 185.0' Right Vert.Cl. 19.0'
9.2	Girard Avenue <u>Pennsylvania Railroad</u>	3 spans Horiz. Cl. - 103.0' Left 103.0' Center 41.0' Right Vert. Cl. 20.4 56.2	4 spans Horiz. Cl. - 103.0' Left 103.0' Right Vert. Cl. 55.0'
9.7	Girard Avenue Reading Company	No field data	6 spans Horiz. Cl.- 100.0' Left 100.0' Center 100.0' Right Vert. Cl. 20.0'
10	York Street Fairmount Park Transit Company	No field data	4 spans Horiz. Cl. - 197.0' Left 197.0' Right Vert. Cl. 52.0'

The listed measurements on the last two bridges have been shown on the manuscript.

42. DISCREPANCY OVERLAY

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

43. VERTICAL CONTROL

Four new bench marks, for which no descriptions were furnished, were identified on the field photographs and have been shown on the manuscript. They are E 197, 1946; F 197, 1946; G 197, 1946; and H 197, 1946.

See also descriptive report for T-8748 B.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

Survey No. T-8748 C has been compared with the U. S. Army, Corps of Engineers, Philadelphia quadrangle, scale 1:62,500, edition of 1943. Minute comparison was not made because of the great difference in scale between the two surveys. However, they appear to be, in general, in good agreement. See descriptive report for T-8748 A.

45. COMPARISON WITH NAUTICAL CHARTS

Refer to descriptive reports for T-8748 A and T-8748B.

Respectfully submitted
30 September 1948

Leith E. Rudolph
Engineering Draftsman
Compilation and Descriptive Report

Raymond Glau
Engineering Draftsman
Photogrammetric Office Reviewer

Harry R. Rudolph
Supervisor

Approved and forwarded
21 October 1948

Thos B. B. B.
Officer in Charge
Baltimore Photogrammetric Office

MAP T- 8748C

PROJECT NO. PH-7(46)E

SCALE OF MAP 1:20,000

SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX) ACC. Pg.	DATUM	LATITUDE OR U-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		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS	
						FORWARD	(BACK)	FORWARD	(BACK)
PHILADELPHIA, CH. WITH FOUR BRIDGES, TOWERS 1925	-1969 141	"	49 00 03.69 75 09 13.70	Falls off sheet		80.2	1770.3		
PENN, 1925	-1969 141	"	39 57 54.770			325.0	1098.3		
PHILADELPHIA SCHMIDT BREWERY, FINIAL OF DOME, 1933	-1751 97	"	39 58 08.472			1689.2	161.3		
VIC, 1933	-1969 141	"	75 08 21.082			933.5	490.5		
CAMDEN, RCA VICTOR BIDG., FLAGPOLE, 1933	-1751 99	"	39 56 54.421			261.3	1589.2		
CAMDEN VAN. SCIVER BUDG. TALLEST SHIPOLA, (USE) 1925	-1969 147	"	75 07 59.223			500.3	923.6		
CORK (USE) 1925	-1969 140	"	39 56 48.923			1678.5	172.0		
PHILADELPHIA, WILBUR CHIMNEY (USE), 1925	-1969 146	"	75 07 39.654			1406.0	18.4		
PHILADELPHIA, ST. AUGUS- TUS, CHURCH, 1925	-1969 147	"	39 56 40.923			1508.9	341.6		
SPRUCE, (USE) 1925	-1969 140	"	75 07 42.859			941.3	483.0		
PHILADELPHIA, CITY HALL, WM PENN. STATUE, CEN- TER OF CIRCULAR BASE, 1925	-1969 140	"	39 55 12.651			1262.1	588.4		
	-1969 147	"	75 07 43.277			1017.5	406.9		
	-1969 140	"	39 57 16.61			390.2	1460.3		
	-1969 146	"	75 08 36.04			1027.8	397.1		
	-1969 147	"	39 57 39.404			512.3	1338.2		
	-1969 140	"	75 08 47.991			855.5	568.7		
	-1969 140	"	39 58 01.311			598.5	1252.0		
	-1969 140	"	75 08 59.170			1139.1	285.0		
	-1969 140	"	39 55 59.170			1824.9	25.6		
	-1969 140	"	75 08 01.311			31.1	1393.5		
	-1969 140	"	39 57 09.375			289.1	1561.4		
	-1969 140	"	75 09 50.052			1188.1	236.1		

1 FT. = 3048006 METER
COMPUTED BY: H.R. Rudolph

DATE Nov. 6, 1947

CHECKED BY: R.M. Whitson

DATE Nov. 13, 1947

M-2388-12

MAP T-8748 C

PROJECT NO. PH-746E

SCALE OF MAP 1:20,000

SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX) Pg.	DATUM	LATITUDE OR LONGITUDE OR X-COORDINATE	DISTANCE FROM GRID OR PROJECTION LINE OR PROJECTION LINE IN METERS (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS	
						FORWARD	(BACK)	FORWARD	(BACK)
PHILADELPHIA TRANS- MISSION TOWER, 1933	No. 1751 Pg. 100	N.A. 1927	39 56 37.12			1144.9	705.6		
PHILADELPHIA TRANS- MISSION TOWER, 1933	" " "	"	75 11 33.70			800.0	624.4		
PHILADELPHIA TRANS- MISSION TOWER, 1933	" " "	"	39 56 35.48			1094.3	756.2		
PHILADELPHIA TRANS- MISSION TOWER, 1933	" " "	"	75 11 26.87			637.9	786.5		
PHILADELPHIA ELECTRIC CO. STACK, 1933	" " "	"	39 56 31.729			978.6	871.9		
PHILADELPHIA ELECTRIC CO. STACK, 1933	" " "	"	75 11 22.929			544.4	880.1		
PHILADELPHIA FEDERAL CON- TAINER CO. WATER TANK, 1933	" " "	"	39 55 59.449			1833.5	17.0		
PHILADELPHIA FEDERAL CON- TAINER CO. WATER TANK, 1933	" " "	"	75 13 20.323			482.5	942.1		
LONGACRE PARK ICE AND HEATING CO. STACK, 1933	" 99	"	39 56 24.203			746.5	1104.0		
PHILADELPHIA FELLS NAPTHA CO. STACK, 1933	" 101	"	75 14 59.900			1422.1	2.4		
PHILADELPHIA DELAWARE SUGAR CO. CONCRETE STACK, 1933	" " "	"	39 54 54.009			1665.7	184.8		
PHILADELPHIA DELAWARE SUGAR CO. CONCRETE STACK, 1933	" " "	"	75 14 51.582			1225.1	199.9		
PHILADELPHIA BAUGH'S CHIMNEY (USE), 1925	" " "	"	39 55 43.629			1345.6	504.9		
PHILADELPHIA BAUGH'S CHIMNEY (USE), 1925	" " "	"	75 08 33.972			806.7	618.1		
PHILADELPHIA CAMPBOR CHIMNEY (USE), 1925	-1969 147	"	39 55 28.508			879.2	971.3		
PHILADELPHIA CAMPBOR CHIMNEY (USE), 1925	-1969 146	"	75 08 24.296			577.0	847.9		
PIER 98 S, 1925	-1969 139	"	39 54 53.145			1639.1	211.4		
PHILADELPHIA QUARTER- MASTER TANK (USE), 1925	-1969 145	"	75 08 18.531			440.1	984.9		
PHILADELPHIA QUARTER- MASTER TANK (USE), 1925	-1969 145	"	39 54 39.311			1212.4	638.1		
PHILADELPHIA QUARTER- MASTER TANK (USE), 1925	-1969 145	"	75 07 56.950			1352.7	72.4		
PHILADELPHIA PUBLICKER CO. SQUAT SILVER WATER TANK, 1933	-1969 1751 102	"	39 54 42.27			1303.7	546.8		
PHILADELPHIA PUBLICKER CO. SQUAT SILVER WATER TANK, 1933	-1969 1751 102	"	75 08 20.70			491.7	933.4		
PHILADELPHIA PUBLICKER CO. SQUAT SILVER WATER TANK, 1933	-1969 1751 102	"	39 54 32.767			1010.6	839.9		
PHILADELPHIA PUBLICKER CO. SQUAT SILVER WATER TANK, 1933	-1969 1751 102	"	75 08 03.301			78.4	1346.8		

1 FT. = 3048006 METER

COMPUTED BY: H.R. Rudolph

DATE Nov. 6, 1947

CHECKED BY: R.M. Whitson

DATE Nov. 14, 1947

M-2388-12

MAP T- 8748C

PROJECT NO. PH-7-46(E)

SCALE OF MAP 1:20,000

SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX) Acc. Pg.	DATUM	LATITUDE OR ψ -COORDINATE LONGITUDE OR χ -COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS	
						FORWARD	(BACK)	FORWARD	(BACK)
SCOW, 1925	G-1969 138	N.A. 1927	39 53 23.578 75 08 57.431			727.2	1123.3		
NAVY, 1925	" "	"	39 53 11.790 75 09 59.491			1364.5	61.0		
						363.6	1486.9		
						1413.5	12.1		
PHILA. NAVY YARD POWER PLANT WATER TANK, 1933	G-1969 138	"	39 53 14.511 75 10 07.928	<i>Position changed</i>		451.0	1399.5		
						227.1	1198.5		
						447.5	1403.0		
						188.4	1237.2		
CRANE, 1925	-1969 138	"	39 53 03.222 75 10 44.994			99.4	1751.1		
						1069.1	356.6		
PHILA. NAVY YARD, NORTH RADIO TOWER (USE) 1925	" 144	"	39 53 29.948 75 10 38.553			923.7	926.8		
						915.9	509.6		
PHILA. NAVY YARD, SOUTH RADIO TOWER 1925	-1751 103	"	39 53 23.028 75 10 37.698			710.2	1140.3		
						895.7	529.9		
PHILA. NAVY YARD, WHITE WATER TANK, 1933	" "	"	39 53 26.68 75 10 32.31			822.9	1027.6		
						767.7	657.9		
SCHUYLKILL RIVER ENTRANCE FRONT RANGE, 1925	G-1969 144	"	39 53 19.70 75 11 37.30			607.6	1242.9		
						886.3	539.3		
SCHUYLKILL RIVER ENTRANCE FRONT RANGE, 1925	" "	"	39 53 20.73 75 11 37.30	<i>Position of light has been changed slightly, since triangulation.</i>		805.9	1044.6		
						812.8	612.7		
BULKHEAD (USE) 1926	" 150	"	39 53 13.959 75 11 47.040			430.5	1420.0		
						1117.7	307.9		
ROCK, 1926	" 150	"	39 53 09.322 75 11 47.458			287.5	1563.0		
						1127.6	298.0		

1 FT. = 3048008 METER

COMPUTED BY: H.R. Rudolph

DATE Nov. 7, 1947

CHECKED BY: R.M. Whitson

DATE Nov. 14, 1947

M-2388-12

MAP T-8748.C PROJECT NO. PH-7(46)E SCALE OF MAP 1:20,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR LONGITUDE	COORDINATE OR x-COORDINATE	DISTANCE FROM GRID OR PROJECTION LINE IN METERS	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
	ACC. No.				FORWARD (BACK)		FORWARD (BACK)	FORWARD (BACK)
WEST HORSESHOE FRONT RANGE, 1925	G-1969	N.A. 1927	39 52	58.858			1815.3 35.2	
	"	"	75 12	13.515			321.1 1104.5	
WEST HORSESHOE REAR RANGE, 1925	"	"	39 52	59.859			1846.2 4.3	
	"	"	75 12	32.438			770.8 654.9	
FORT MIFFLIN, FLAG POLE, 1925	"	"	39 52	45.028			1388.8 461.7	
	"	"	75 12	21.927			521.1 904.7	
FORT MIFFLIN, GRAY WATER TANK, 1925	" 104	"	39 52	33.702			1039.4 811.1	
	"	"	75 12	35.454			842.5 583.3	
" T-WHARF 2, 1925	" 139	"	39 54	12.159			375.0 1475.5	
	"	"	75 07	36.698			871.8 553.5	
GLOUCESTER CITY, ARGO MILLS, TOWER	" 146	"	39 54	00.343			10.6 1839.9	
	"	"	75 07	31.707			753.2 672.1	
GLOUCESTER, F&J TANK (LANG PAPER CO.) 1925	" 145	"	39 53	25.842			797.0 1053.5	
	"	"	75 07	41.538			986.9 438.6	
TERMINAL, 1925	" 139	"	39 53	17.159			529.2 1321.3	
	"	"	75 08	00.560			13.3 1412.3	
PHILA, GULF REFIN-ING CO. SOUTHWESTERLY STACK, 1933	1751 102	"	39 54	04.867			150.1 1700.4	
	"	"	75 12	42.573			1011.4 414.0	
GLOUCESTER, LANG PAPER CO. STACK, 1933	" 103	"	39 53	26.950			831.2 1019.3	
	"	"	75 07	40.394			959.7 465.8	
BAND, 1933	U.S.E.D. PHILA. DIST.	"	39 55	17.143			528.7 1321.8	
	"	"	75 12	30.287			719.3 705.6	
POINT "G" (By Airport Survey)			39 52				1711.5 (139.0)	
			75 13				1262.8 (162.9)	

MAP T-8748C

PROJECT NO. PH-7(46)E

SCALE OF MAP 1:20,000

SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR LONGITUDE OR y -COORDINATE OR x -COORDINATE	DISTANCE FROM GRID OR PROJECTION LINE OR PROJECTION LINE IN METERS	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)
BELLEVUE HOTEL, R.M. 1885	ACC. Pg. 1664 69	N.A. 1927	39 52 35.103 75 10 36.590			1082.6 767.9 869.5 556.3	
GLoucester WELLS WATER TANK	1751 102	"	39 54 12.802 75 07 30.655			394.8 1455.7 728.2 697.1	
GLoucester, WELLS BACH STACK, 1933	" "	"	39 54 14.056 75 07 31.280			433.5 1417.0 743.1 682.2	
ORE PIER 1918 USE	USED PHILA. DIST.	N.A. 1927	39 53 37.132 75 11 50.205			1145.2 705.3 1192.8 232.7	
BANK, 1930 USE	USED PHILA. DIST.	"	39 54 35.319 75 12 44.637			1089.3 761.2 1060.2 364.9	
BENZOL 1934 USE	USED PHILA. DIST.	"	39 55 16.304 75 12 09.138			502.8 1347.7 217.0 1207.9	
WARNER 1934 USE	"	"	39 55 58.532 75 12 32.570			1805.2 45.3 773.3 651.4	
TRESTLE 1939 USE	"	"	39 56 08.143 75 12 18.541			251.1 1599.4 440.2 984.5	
UNIVERSITY WEST 1930 USE	"	"	39 56 35.617 75 11 48.440			1098.5 752.0 1150.0 274.5	
BRIDGE PIER, 1927 USE	"	"	39 56 49.418 75 11 15.987			1524.1 326.4 378.5 1044.9	
SPRING GARDEN WEST 1938 USE	"	"	39 57 50.389 75 11 03.744			1554.1 296.4 88.9 1335.1	
DYKE 1930 USE	"	"	39 53 35.305 75 12 14.336			1088.9 761.6 340.6 1084.9	

1 COPY OF METER
FORWARDED BY: R.E. Rudolph

DATE 29 June 1948

Copy
CHECKED BY: H.R. Rudolph

DATE 15 Sept. 1948

M-2388-12

MAP T	8748 C	PROJECT NO	PH-7(46)E	SCALE OF MAP	1:20,000	SCALE FACTOR	None
MAP U	8748 C	PROJECT NO	PH-7(46)E	SCALE OF MAP	1:20,000	SCALE FACTOR	None

[illegible]

"Corrected" COMPILED BY: R.E. Rudolph DATE: 29 June 1948	Copy CHECKED BY: H.R. Rudolph DATE: 15 Sept. 1948	M-2368-12
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FIELD EDIT REPORT
Quadrangle T-8748
N39° 52.5' W 75° 07.5' / 7.5
Project Ph-7(46)
E. R. McCarthy, Chief of Party

Field edit of this quadrangle was completed during February 1949 by John D. Weiler, Photogrammetrist.

46. METHODS

In field editing the map manuscript, all roads and streets were traversed by truck. Since the quadrangle was strictly urban, walking was unnecessary. The shoreline along the Delaware and Schuylkill Rivers was checked by driving to the water at accessible points. Data added to the map manuscript were either plotted from topographic features or cut in by planetable methods.

47. ADEQUACY OF THE MAP MANUSCRIPT

Despite the complexity of this quadrangle, the compilation was very well done. Two items are worthy of special merit; the street delineation and shoreline compilation. Both were found almost flawless. Most of the field edit corrections were a result of changes since the date of the original field inspection or omissions by the field inspection party.

Inadequate delineation of schools and churches constituted the majority of the field edit additions.

Most of the notations on the field edit sheet are self-evident. The items needing further clarification are explained below.

The identification of triangulation station Phila., Church With Four Spires, Tower, 1933 was checked and found to be correct. Evidently the GP of this station is in error, and the position obtained by the radial plot correct. ✓

The Schuylkill River Rear Range Light has been moved slightly since its position determination in 1925. A point on range for graphic azimuth determination has been identified, and a pricking card is submitted. Because of obstructions around these range lights, the point on range does not allow as long a base as desirable, but was the best obtainable without considerable expense.

^{Day Deacons}
Yankee Point Range ~~lights~~ have been destroyed. Form 567 recommending their deletion is submitted. See Chart ^{606 (1949)} ^{in Div. of Charts.}

The landmark "Post Office" shown on Chart 280 was investigated. The present post office building is a low structure built in 1937 and has nothing of prominence that could be identified as a landmark. It seems plausible that the landmark is a carry over from the previous building. Form 567

JR

recommending deletion is submitted.

The landmark "Chimney" shown on Chart 280 would be better nomenclatured as "Stack". Forms 524 and 567 are submitted.

Landmarks "Crane", "Phila. Navy Yard Power Plant Stack", and "Phila. Navy Yard Power Plant Tank" should be charted. The Phila. Navy Yard North and South Radio Towers, however, are somewhat overshadowed, and should be excluded.

Although the Philadelphia Navy Yard was excluded from edit by special instructions, and the area obliterated on the map manuscript, some edit was necessary in order to answer questions on the discrepancy overlay. During the course of this action some discrepancies were noted. Notations for their correction have been made on the aerial photographs with appropriate cross-references.

Bridges over the Schuylkill River were measured in accordance with notations on the discrepancy overlay, and the necessary corrections made on the field edit sheet. It was noted that the compiler transposed the vertical clearances of the railroad and highway bridges just northeast of the Philadelphia Zoo. This error has been corrected. All bridges in disagreement with the U. S. E. D. Bridge Book were reported to the Philadelphia District Engineer.

The classification of all federal and state network roads in the urban area of the quadrangle has been indicated. Included with the field edit data is a map of Philadelphia, a map of Delaware County and a special map showing the streets within the city of Philadelphia on the state and federal network, the latter obtained from the City Engineer.

The boundary line between the Boroughs of Darby and Yeadon was plotted from a detailed map of the Borough of Yeadon. Since this was the only copy of the map reputedly in existence it was impossible to obtain an additional copy.

Lands Creek and Hollander Creek have become almost non-existent because of fill encroachment, and should be deleted.

48. VERTICAL ACCURACY TEST AND CONTOURING

A vertical accuracy test was run in the form of a profile traverse, in the area specified by the reviewer. Approximately fifty elevations were examined. All elevations were well within the allowable limits of accuracy, and contours show excellent conformation. In general, the contouring is above average. Elsewhere within the quadrangle the contouring was examined visually, and adequately depicts the terrain. The vertical accuracy test and further contour corrections and additions are shown in red ink on a separate doubleweight print of the map manuscript.

Included in this report following Geograph. Manual. J.R.

49. RADIO TOWERS

In accordance with special instructions, five groups of radio towers, within or adjacent to the quadrangle were identified on aerial photographs and their elevations determined.

The latter was accomplished in the following non-conformal manner, but results are believed to be within the allowable foot of error. A closed level loop was run from the nearest first order bench mark and an elevation established in the vicinity of the tower. The largest closure of these level loops was 0.15 ft. A base was then measured to the center of the base of the tower, and both the vertical angle and bearing are (a check on instrumental error) recorded. Another base was then established and the same process followed. The greatest spread between any two sets of observations was 0.3 ft. The elevations given are the mean of the two sets. Forms 524 and 567 are submitted. The results are itemized below.

TOWER	ELEVATION OF HIGHEST PRO- JECTION	IDENTIFIED ON PHOTO. NO.
Northerly Tower WIP	309.2 ft.	15636
Southerly Tower WIP	300.1	15636
West Tower WPEN	467.3	D1629
Middle Tower WPEN	453.8	D1629
East Tower WPEN	442.2	D1629
NE Tower WHAT	325.9	D1675
SW Tower WHAT	325.9	D1675
Tower WTEL	291.0	15527
Tower WDAS	379.4	D1671

The map manuscript was reviewed by various engineers in the office of the Philadelphia City Engineer, and by Mr. A. C. Throne, Delaware County Engineer and a lifelong resident of the area. None of the reviewers found any significant errors.

Respectfully submitted
26 February 1949

John D. Weiler
John D. Weiler
Photogrammetrist

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY~~NONFLOATING AIDS-OR~~ LANDMARKS FOR CHARTS ~~7-87480~~TO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

Camden, New Jersey

October 21, 1946

I recommend that the following objects which have ~~been~~ ^{been} inspected from seaward to determine their value as landmarks, be charted on ~~(deleted from)~~ the charts indicated. Ben O. Bryant, Photo Aid

The positions given have been checked after listing by

Edward J. Jones
Chief of Party

Chief of Party.

STATE		Pennsylvania		POSITION						METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
CHARTING NAME	DESCRIPTION	SIGNAL NAME	LATITUDE		LONGITUDE		DATUM								
			° ' "	D. M. METERS	° ' "	D. P. METERS									
STACK	Brick - 275' High	(1)*	39 56	978.6	75 11	544.4	NA1927	TRI	1933						295
STACK	Brick Octagonal 300' High	(2)*	39 57	940.2	75 11	176.3	NA1927	TRI	1933						295
TANK	Yellow Steel 125' High	(3)*	39 52	1039.4	75 12	842.5	NA1927	TRI	1925						295
102 STACK	Red Brick 200' High	(4)*	39 54	150.1	75 12	1011.4	NA1927	TRI	1933						295
STACK	White Concrete 200' High	(5)*	39 55	1345.6	75 08	806.7	NA1927	TRI	1933						295
HALL	Statue Wm. Penn. 550' High	(6)	39 57	289.1	75 09	1188.1	1927	TRI Radial Plot T-8748	1925						295
TOWER	U.S. Custom Bldg. 400' High		39 55.8		75 08.8										295
			(1)* Philadelphia Electric Co. Stack												File
			(2)* Philadelphia Penn. R.R. Power House Stack												
			(3)* Fort Mifflin Tank												
			(4)* Philadelphia, Gulf Refining Co. Stack												
			(5)* Philadelphia, Delaware Sugar Co. Stack												
			(6)* Philadelphia City Hall, Statue Wm. Penn.												

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

**TO BE CHARTED
TO BE CHARTED**

STRIKE OUT ONE

Camden, New Jersey

October 27, 1946

I recommend that the following objects which have ~~(inserted from)~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(deleted from)~~ the charts indicated. Ben U. Bryant, Photo Aid, ~~W. J. C.~~ Edmund of Port

The positions given have been checked after listing by _____

The positions given have been checked after listing by

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

**TO BE CHARTED
TO BE DELETED**

STRIKE OUT ONE

Camden, New Jersey

October 27, 1948

NONTECHNICAL AIDS-OR LANDMARKS FOR CHARTS

I recommend that the following objects which have ~~(three-not)~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(deleted-from)~~ the charts indicated. 308 Ben U. Bryant, photo Aid of Edmund L. Jonas Chief of Party

The positions given have been checked after listing by

Chief of Party.

STATE	New Jersey	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION					METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
					LATITUDE		LONGITUDE		DATUM						
					°	'	°	'							
STACK	Red brick 200' High	(1)*			39 55	414.3	75 07	715.2	N.A.	1927	TRI	1933	X		295
TANK	(Elev.) Black Steel 150' High	(2)*			39 53	797.0	75 07	986.9	NA	1927	TRI	1933	X		295
STACK	Red brick - 125' High	Glow (3)*			39 54	433.5	75 07	743.1	NA	1927	TRI	1933	X		295
TANK	(Elev.) Grey Steel 300' High	(4)*			39 54	1368.3	75 07	333.5	NA	1927	TRI	1933	X		295
CUPOLA	Van Scliver Cupola	(5)*			39 56	1262.1	75 07	1017.5	NA	1927	TRI	1925	A		295
					(1)* = Armstrong Cork Co. Chimney										295
					(2)* = Gloucester Lang Paper Co. W.T.										295
					(3)* = Felsback Company Stack										295
					(4)* = New York Shipbuilding Co. water tank										295
					(5)* = Van Scliver Cupola										295
															295
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This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given

TO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

NON-FLUATING AIDS OR LANDMARKS FOR CHARTS

Baltimore, Maryland

14 September, 1948

I recommend that the following objects which have *(have not)* been inspected from seaward to determine their value as landmarks, be charted on *(deleted from)* the charts indicated.

The positions given have been checked after listing by

Thos. B. Reed
Chief of Party.

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

Baltimore, Maryland

14 September, 1948

I recommend that the following objects which have ~~been~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(deleted)~~ the charts indicated.

The positions given have been checked after listing by

Thos B Runk

Thos. B. Reed

Chief of Party.

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

NON-POATING OR LANDMARKS FOR CHARTS

TO BE CHARTED
DO NOT BE CHARTED

Baltimore, Md.

14 September

8761

I recommend that the following objects which have ~~been~~^{been} inspected from seaward to determine their value as landmarks, be charted on ~~charts~~^{charts} indicated.

The positions given have been checked after listing by R. Glaser

Thos. B. Reed

Chief of Party.

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
~~TO BE DELETED~~ STRIKE OUT ONE

Baltimore, Maryland

14 Sept.

1948

I recommend that the following objects which have ~~not been~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(delete from)~~ the charts indicated.

The positions given have been checked after listing by Raymond Glaser

Thos. B. Reed

Chief of Party

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION		D.A. METERS	D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	CHARTS AFFECTED		
				LATITUDE	LONGITUDE						HARBOR CHART	INSHORE CHART	OFFSHORE CHART
PENNSYLVANIA													
1606	Fort Mifflin Aviation Beacon		AERO	39 52	1472.6	75 12	494.0	N.A.	Rad. Plot T-8748A	1948	x		280 295
1608	Horseshoe West Range Front			39 52	1815.3	75 12	321.1	"	Tri	1925	x		280 295
1609	Horseshoe West Range Rear			39 52	1846.2	75 12	770.8	"	"	1925	x		280 295
1721	Schuylkill River Range Front			39 53	607.2	75 11	886.2	"	"	1925	x		280 295
1722	Schuylkill River Range Rear			39 53	805.9	75 11	812.8	"	"	1925	x		280 295
1723	Schuylkill River Jetty		KILL	39 53	19.0	75 11	1001.1	"	Radial T-8748A	1948	x		280 295
1724	Schuylkill R. Entrance Fog Signal		BELL	39 53	101.0	75 11	1177.6	"	"	1948	x		280 295
1725	Ore Pier		PIRE	39 53	1145.7	75 11	1194.3	"	"	1948	x		280 295

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

NON-FLOATING AIDS OR LANDMARKS FOR CHARTS

STRIKE OUT ONE

West Chester, Penna. 17 February 1949

I recommend that the following objects which have ~~(have not)~~ been inspected from seaward to determine their value as landmarks, be charted ~~on (deleted from)~~ the charts indicated.

The positions given have been checked after listing by **John D. Weiler** on (derived from) the charts indicated.

Thos. B. Reed

Chief of Party.

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
TO BE DELETED

STRIKE OUT ONE

West Chester, Pa.

17 Feb. 1949

I recommend that the following objects which have been inspected from seaward to determine their value as landmarks, be charted on (deleted from) the charts indicated.

John D. Weiler

The positions given have been checked after listing by

Thos. B. Reed

Chief of Party

Chart of Partly

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION					METHOD OF LOCATION AND SURVEY	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED			
				LATITUDE		LONGITUDE											
				°	'	D. M. METERS	°	'							D. P. METERS	DATUM	
PENNSYLVANIA				39	54.6		75	13.0		NA1927	T-8748	Visual	Feb 1949	X		280	
		Yankee Point Upper Range Front		"	"		"	"		"	"	"	"	"	X		"
		Yankee Point Upper Range Rear		"	"		"	"		"	"	"	"	"	X		"
		Yankee Point Lower Range Front		"	"		"	"		"	"	"	"	"	X		"
		Yankee Point Lower Range Rear		"	"		"	"		"	"	"	"	"	X		"
		Set in chart - for reference only															
		(These lights have been destroyed)															

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

NON-FLUORESCENT LANDMARKS FOR CHARTS

TO BE CHARTED
~~TO BE CHARTED~~

STRIKE OUT ONE

West Chester, Pa.

17 Feb. 1949

I recommend that the following objects which ~~have been~~ ^{have not} been inspected from seaward to determine their value as landmarks, be charted on ~~the charts~~ ^{the charts indicated.} *Harry R. - Rudolph*

Harry R. Rudolph

The positions given have been checked after listing by

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

Aeronautics

NON-FLOATING AID TO NAVIGATION LANDMARKS FOR CHARTS

TO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

West Chester, Pa.

17 Feb., 1949

I recommend that the following objects which have ~~not~~ (have not) been inspected from seaward to determine their value as landmarks, be charted on ~~(charts)~~ the charts indicated.

The positions given have been checked after listing by Harry B. Rudolph

Thos. B. Reed

Chief of Party.

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY	DATE OF LOCATION	CHARTS AFFECTED		
				LATITUDE	LONGITUDE	DATUM	D. P. METERS			HARBOR CHART	INSHORE CHART	OFFSHORE CHART
Pennsylvania	Northerly Radio Tower WIP Skeletal steel radio tower, Top of obstr. light 309.16 ft. above MSL			39 51	75 06	706	706	outside of project	Feb. 1949			
	Southerly Radio Tower WIP Skeletal steel radio tower, Top of obstr. light 300.08 ft. above MSL			39 51	75 06	896	896	Plot outside of project	Feb. 1949			
	West Radio Tower WIPEN Skeletal steel radio tower, Top of obstr. light 467.3 ft. above MSL			39 58	75 16	545	545	outside of project				
	Middle Radio Tower WIPEN Skeletal steel radio tower, Top of obstr. light 453.8 ft. above MSL			39 58	75 16	471	471	outside of project				
	East Radio Tower WIPEN Skeletal steel radio tower, Top of obstr. light 442.2 ft. above MSL			39 58	75 16	404	404	outside of project				
	NE Radio Tower WHAT, skeletal steel radio tower, top of tower (no obstr./light) 325.9 ft. above MSL			39 57	75 12	56	56					
	SW Radio Tower WHAT, skeletal steel radio tower, top of tower (no obstr./light) 325.9 ft. above MSL			39 57	75 12	88	88					

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED

STRIKE OUT ONE

~~NO BE CHARTED~~

West Chester, Penna.

17 Feb. 1949.

I recommend that the following objects which have ~~been~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(deleted from)~~ the charts indicated.

The positions given have been checked after listing by John D. Weiler

STATE		Pennsylvania		POSITION				METHOD OF LOCATION AND SURVEY		DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
CHARTING NAME	DESCRIPTION	SIGNAL NAME	LATITUDE		LONGITUDE		DATUM	No.						
			°	'	°	'								
STACK	Dupont Co., Yellow Brick		39	56	75	11	1355 NA1927	Radial Plot	Feb. 1949		x			280
CRAVE **	Small green square cupola atop control tower of sta. crane, 175 ft. high. Phila. Navy Yard		39	53	75	10	"	"	"		x			280, 295
STACK	Phila. Navy Yard power plant stack, red brick, 170 ft. high		39	53	75	10	451.0	227.1	Triang.	"	x			"
TANK	Phila. Navy Yard power plant water tank, elev. red & white checkered 190 ft. high		39	53	75	10	447.5	188.4	Triang.	"	x			"
	*This station rejected - see Form 524. M.F.K.													

THOS. B. REED

Chief of Party.

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

GEOGRAPHIC NAMES

Survey No.

GEOGRAPHIC NAMES										
Survey No.										
Name on Survey	On Chart No.	On previous survey No.	On U. S. quadrang. Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
	A	B	C	D	E	F	G	H	K	
Bell Road										1
Benjamin Franklin Parkway										2
Big Timber Creek										3
Brooklawn										4
Camden										5
Camden County										6
Cobbs Creek										7
Cooper Point										8
Delaware County										9
Delaware River										10
Eagle Point										11
Fairmount Park										12
Fort Mifflin										13
Gibson Point										14
Girard Point										15
Gloucester										16
Gloucester County										17
Gloucester Point										18
Greenwich Point										19
Harkness Point										20
* Hollander Creek										21
Kaighn Point										22
* Lands Creek										23
League Island										24
Little Timber Creek										25
										26
										27
* Not shown on manuscript.										M 234

* Not shown on manuscript.

GEOGRAPHIC NAMES

Survey No.

GEOGRAPHIC NAMES										
Survey No.										
Name on Survey	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
	A	B	C	D	E	F	G	H	K	
Market Street Wharf										1
Mingo Creek										2
Montgomery County										3
Mud Island										4
New Jersey										5
Newton Creek										6
Philadelphia										7
Philadelphia County										8
Philadelphia Sanitarium										9
Lower Merion Township (Montgomery Co.)										10
Upper Darby Township (Delaware Co.)										11
Penrose Ferry Bridge										12
Pennsylvania										13
Point Breeze										14
Red Bank										15
Reserve Basin										16
Schuylkill River										17
Philadelphia International Airport										18
Swanson Creek										19
Tinicum Township (Delaware Co.)										20
U.S. Naval Base										21
West Deptford Township (Gloucester Co.)										22
Windy Point										23
Yankee Point										24
Henry C. Mustin Aviation Field										25
										26
										27
* Not shown on manuscript.										

* Not shown on manuscript.

GEOGRAPHIC NAMES

Survey No.

GEOGRAPHIC NAMES										
Survey No.										
Name on Survey	On Chart No.	On previous survey No.	On U. S. quadrang. Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
	A	B	C	D	E	F	G	H	K	
Delaware River Bridge										1
Millbourne (Borough)										2
Yeadon (Borough)										3
Darby (Borough)										4
Colwyn (Borough)										5
League Island Park										6
U. S. Naval Hospital										7
Elmwood Park										8
Clark Park										9
Carroll Park										10
Concourse Lake										11
Woodside Recreation Park										12
East Park Reservoir										13
Pennsylvania (R.R.)										14
Reading (R.R.)										15
B & O (R.R.)										16
Woodland Cemetery										17
Laurel Hill Cemetery										18
Mt. Vernon Cemetery										19
Mt. Peace Cemetery										20
I. O. O. F. Cemetery										21
American Mechanics Cemetery										22
Monument Cemetery										23
Old Cathedral Cemetery										24
Fernwood Cemetery										25
										26
										27
										M 234

GEOGRAPHIC NAMES

Survey No.

GEOGRAPHIC NAMES											
Survey No.											
Name on Survey	<div>On Chart No. On previous survey No. On U. S. quadrang Maps From local information On local Maps P. O. Guide or Map Rand McNally Atl. U. S. Light List</div>										
	A	B	C	D	E	F	G	H	K		
Mt. Moriah Cemetery										1	
Black Oak Park										2	
Stringer Park										3	
Lanier Park										4	
Wilson Park										5	
Girard Park										6	
Shibe Park										7	
Reyburn Park										8	
Bartram Gardens Park										9	
Connely Park										10	
Elmwood Park										11	
Cobbs Creek Park										12	
Penn Treaty Park										13	
Benjamin Franklin Parkway										14	
Independence Square										15	
Westmoreland Square										16	
Fotterall Square										17	
Norris Square										18	
Franklin Square										19	
Washington Square										20	
Jefferson Square										21	
Rittenhouse Square										22	
Wharton Square										23	
Passayunk Square										24	
Mifflin Square										25	
										26	
										27	
										M 234	

GEOGRAPHIC NAMES

Survey No.

GEOGRAPHIC NAMES										
Survey No.										
Name on Survey	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
	A	B	C	D	E	F	G	H	K	
Reyburn Plaza										1
Marconi Plaza										2
Monument Circle										3
Logan Circle										4
University of Pennsylvania										5
University of Penn. Law School										6
University of Penn. School of Dentistry										7
University of Penn. Henry Phipps Institute										8
Philadelphia College of Pharmacy & Science										9
Girard College										10
Saint Joseph College										11
Temple University										12
Franklin Institute and Fels Planetarium										13
Drexel Institute of Technology										14
Mercy Hospital										15
St. Vincents Hospital										16
Pennsylvania Hospital for Insane										17
Philadelphia Psychiatric Hospital										18
Schuylkill Arsenal (US Army)										19
Lankenau Hospital										20
Philadelphia Home for Incurables										21
Christ Church Hospital										22
Willis's and Elizabeth Martin Orthopedic School										23
Philadelphia General Hospital										24
St. Teresa's Church										25
										26
										27
										28

GEOGRAPHIC NAMES

Survey No.

GEOGRAPHIC NAMES										
Survey No.										
Name on Survey										
	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
A	B	C	D	E	F	G	H	K		
Third Presbyterian Church									1	
Old Swedes Church									2	
Second Presbyterian Church									3	
Scots Presbyterian Church									4	
Pennsylvania Hospital									5	
Union Cemetery									6	
Belmont Filter Plant									7	
Memorial Hall									8	
Horticultural Hall									9	
Strawberry Mansion									10	
Kingessing Playground									11	
Episcopal Hospital									12	
North Philadelphia Station (PRR)									13	
U.S. Army Signal Corps Depot, Annex No. 1									14	
Pennsylvania National Guard Armory									15	
Eastern State Penitentiary									16	
Columbia Ave. Station (Reading RR)									17	
Broad Street Freight Terminal (Reading RR)									18	
Philadelphia Museum of Art									19	
Rodin Museum									20	
Atwater Kent Museum									21	
Samuel S. Fleisher Art Memorial									22	
Commercial Museum									23	
University Museum									24	
Philatelic Museum									25	
									26	
									27	
									M 234	

GEOGRAPHIC NAMES

Survey No.

GEOGRAPHIC NAMES										
Survey No.										
Name on Survey										
	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
A	B	C	D	E	F	G	H	K		
Historical Society										1
Betsy Ross House										2
Friends Arch Street Meeting House										3
US Court House										4
Post Office (Wm. Penn Branch)										5
Union Bus Terminal										6
City Hall										7
U.S. Custom House										8
Carpenters Hall										9
Municipal Court House										10
Academy of Natural Science										11
Broad Street Terminal (PRR)										12
U.S. Marine Corps Depot of Supply										13
Wagner Free Institute of Science										14
Congress Hall										15
Independence Hall										16
American Philosophical Society										17
Old City Hall										18
Old Shot Tower										19
Moyamensing Prison										20
U.S. Army Quartermaster Depot										21
Convention Hall										22
Franklin Field										23
Municipal Stadium										24
Pennsylvania State Police Headquarters										25
										26
										27
										M 234

GEOGRAPHIC NAMES

Survey No.

GEOGRAPHIC NAMES										
Survey No.										
Name on Survey	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
	A	B	C	D	E	F	G	H	K	
Paschall Station										1
Strawberry Bridge										2
Columbia Bridge										3
Penrose Ferry Bridge										4
U. S. Mint										5
Bow Creek										6
Church Creek										7
Lemon Hill										8
Georges Hill										9
Robin Hood Dell										10
World War I Memorial Grove										11
Rock Garden										12
Philadelphia Zoological Gardens										13
Fairmont Dam										14
Post Office (North Philadelphia Sta.)										15
Folcroft										16
Lansdowne										17
Chester										18
Media										19
West Chester										20
Ardmore										21
Lancaster										22
Norristown										23
Barren Hill										24
Willow Grove										25
										26
										27
										M 234

GEOGRAPHIC NAMES

Survey No.

Name on Survey	A On Chart No.	B On previous survey No.	C On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	K
Atlantic City									1
New Brunswick									2
Thorofare									3
Pennsville									4
Woodbury									5
Essington									6
Powelton Ave.									7
Belmont Ave.									8
City Line Ave.									9
Lancaster Ave.									10
Haverford Ave.									11
Vare Ave.									12
Oregon Ave.									13
University Ave.									14
Chestnut St.									15
Walnut St.									16
Vine St.									17
Race St.									18
Frankford Ave.									19
Ridge Ave.									20
Baltimore Ave.									21
Whitby Ave.									22
Passayunk Ave.									23
Moyamensing Ave.									24
Essington Ave.									25
									26
									27

GEOGRAPHIC NAMES

Survey No.

GEOGRAPHIC NAMES										
Survey No.										
Name on Survey	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
	A	B	C	D	E	F	G	H	K	
Tinicum Ave.										1
Grays Ferry Ave.										2
East River Drive										3
Penrose Ferry Road										4
South St.										5
Broad St.										6
Spring Garden St.										7
American Swedish Historical Museum										8
Christiana House										9
Pattison Ave.										10
Delaware Ave.										11
City Line Ave.										12
Girard Ave.										13
Palestra										14
Mac Dade Blvd.										15
Westville (Borough)										16
National Park(Borough)										17
Bala Golf Course										18
Notre Dame Clinic										19
U.S. Coast Guard Repair Base										20
Fort Mifflin US Naval Ammunition Depot										21
5th Street										22
6th Street										23
31st Street										24
34th Street										25
U.S. 1, 13, & 30										26
Bypass U.S. 1, 13 & 30										27
										M 234

GEOGRAPHIC NAMES

Survey No.

GEOGRAPHIC NAMES										
Survey No.										
Name on Survey	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
	A	B	C	D	E	F	G	H	K	
32nd Street										1
44th Street										2
46th Street										3
63rd Street										4
Longvere Blvd.										5
Farragut Street										6
84th Street										7
94th Street										8
Lehigh Ave.										9
Bypass U.S. 30										10
Alternate U.S. 422										11
U.S. 611										12
U.S. 130										13
U.S. 422										14
Pa. 3										15
Pa. 23										16
Pa. 191										17
Pa. 201										18
Pa. 291										19
			6-12-50: Above names checked this date, with a few minor corrections.							20
						/s/ L. Heck				21
										22
						Names checked against original list. JR 22 June 50				23
										24
										25
										26
										27

M 234

6-12-50: Above names checked this date, with a few minor corrections.
/s/ L. Heck

Names checked against original list. JR 22 June 50

Review Report T-8748C
Topographic Map Manuscript
June 16, 1950

61. General: The following surveys furnished detailed shoreline information for this survey.

T-8748A	1:10,000	1949
T-8748B	"	"
T-8769	"	"

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

T-164 (1842)	1:10,000	T-1957 (1878)	1:4,800
T-165 (1842)	"	T-1852 (1888)	"
T-168 (1843)	"	T-1853 (1888)	1:9,600
T-975 (1865)	1:2,500	T-1854 (1888)	"
T-165b (1870)	1:10,000	T-1902 (1888)	1:1,200
T-1313a&b(1873)	1:5,000	T-1927 (1888)	1:4,800
T-1582 (1863)	1:3,000	T-1985 (1889)	1:1,200
T-1583 (1863)	1:3,000	T-1986 (1889)	"
T-2317 (1863)	1:2,500	T-1991 (1890)	1:9,600
T-2318 (1863)	1:10,000	T-1992 (1890)	"
T-2322 (1863)	1:5,000	T-2100 (1891)	1:2,400
T-1943 (1878)	1:4,800	T-3521 (1915)	1:9,600
T-1944 (1878)	"	T-4175 (1925)	1:5,000
T-1945 (1878)	"	T-4176 (1925)	"
T-1956 (1878)	"	T-4177 (1925)	"

for nautical charting purposes.

63. Comparison with Maps of other Agencies:

Philadelphia, Pa.-N.J. (1943) 1:62,500 Army Map Service
Philadelphia, Pa.-N.J. (1898) 1:62,500 U.S. Geological Survey

64. Comparison with Contemporary Hydro Surveys: None

65. Comparison with Nautical Charts:

#280	2-13-50	1:15,000
#296	9-6-48	1:40,000

This survey should be applied to these charts when they are reconstructed. See also Review Reports for T-8748 A&B.

66. Adequacy of Results: This map complies with the National Map accuracy standards.

67. Aids and Landmarks: Nautical Aids and Landmarks are listed on Form 567 and filed in the Division of Charts as Chart Letters #679 (1946), #427 (1948), and #606 (1949). See copies following Field Edit Report.

68. Political Boundaries: Ward boundaries within the city of Philadelphia will not be shown on the published map.

Slight errors were found on the adjoining quadrangle T-8750 in the county boundary at the International Airport and in the Westville Borough boundary. The necessary corrections to these boundaries on T-8750 ~~have~~ ^{will be} been made.

69. Field Edit: The Field Edit is not complete on this sheet. The areas of the U.S. Naval Base and Fort Mifflin were blacked out on the Field Edit Sheet before sending to the field.

The Penrose Ferry Bridge and the submarine cable nearby were still in place at the time of the Field Edit so they have been shown on the manuscript. They were removed nine months later. See Chart Letter #789 (1949). Notes have been added to the manuscript that the bridge is to be dismantled and the cable removed.

70. Classified Areas: Cultural features in Fort Mifflin and U.S. Naval Base have been left on the manuscript pending a decision on the classification of these areas. See Army Intelligence letter dated 5-21-51 included herein.

71. Overlay: An overlay has been prepared showing road classifications, control, etc. Checked and unchecked spot elevations are not differentiated on the manuscript so they have been shown with the proper colors on the overlay. The urban limits have been delineated on the overlay as well as the manuscript.

Reviewed by:

Jack L. Rihn
Jack L. Rihn, Cartographer

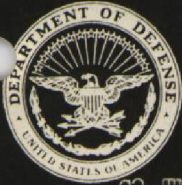
Approved by:

S. J. Snifford 2/19/52
Chief, Review Section
Division of Photogrammetry

A. E. Schmonster
Chief, Nautical Chart Branch
Division of Charts GW

O. S. Reading
Chief, Division of Photogrammetry

A. E. Rutenburg
Chief, Div. of Coastal Surveys
L. H.



G2-TMP

RESTRICTED

DEPARTMENT OF THE ARMY
OFFICE OF THE ASSISTANT CHIEF OF STAFF, G-2, INTELLIGENCE
WASHINGTON 25, D. C.

21 May 1951

MEMORANDUM FOR: DIRECTOR, U. S. COAST AND GEODETIC SURVEY, DEPARTMENT
OF COMMERCE
ATTN: Administrative Planning Section (Mr. Kuncis, Route 734)
SUBJECT: Classification Clearance

1. Returned herewith are USC&GS topographic manuscripts Nos. T-8748A and T-8748C, forwarded for classification clearance by your memorandum, No. 734-rs, dated 5 January 1950.

2. There is no objection to publication of the inclosed manuscripts in unclassified form, provided minor deletions are made as indicated in red pencil thereon.

FOR THE ASSISTANT CHIEF OF STAFF, G-2:

1 Incl
USC&GS Topo Manuscripts
Nos. T-8748A & T-8748C

W. C. Hall
for *W. C. HALL*
Colonel, GSC
Acting Chief, Training Division

Minor deletions provided for in paragraph
2 above have been made and such information
does not appear on the registered copy of
T-8748C. 9-25-51. L.M.G.

RESTRICTED

NAUTICAL CHARTS BRANCH

SURVEY NO. T- 8748-C

Record of Application to Charts

[illegible]

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.

8748 a

Diag. Cht. No. 295-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Photogrammetric Shoreline

Field No. _____ Office No. T-8748A
Project No. PH-7(46)E

LOCALITY

State Pennsylvania & New Jersey

General locality Delaware River

Locality Philadelphia

1946-1947

CHIEF OF PARTY

E.L. Jones, Chief of Field Party, 1946

R.J. Sipe, Chief of Field Party, 1947

Thos. B. Reed, Baltimore Photo. Office

LIBRARY & ARCHIVES

DATE _____

8748 a

DATA RECORD

T- 8748A

Quadrangle (II): Frankford Creek to
Pennypack Creek

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

Field Office: Camden, N.J.
Philadelphia, Pa.

Chief of Party:

E. L. Jones
Riley J. Sipe

Compilation Office:

Washington Office & Baltimore Photo. Office

Chief of Party:

Thos. B. Reed

Instructions dated (II III):
25 March 1946, 19 July 1946,
15 September 1947.

Copy filed in *Div of Photogrammetry*
Descriptive
Report No. T- (VI)

Completed survey received in office:
Oct. 19, 1948

Reported to Nautical Chart Section: *11-1-48*

Reviewed: *22 June 50* Applied to chart No. Date:

Redrafting Completed: *Revised Chart - 9/17/51 9-17-51*
Proof Edited - 9/21/51

Registered: *V-5-S*

Published: Date of issue Sept 1951

Compilation Scale: 1:10,000

Published Scale:

Scale Factor (III): 1.000

Geographic Datum (III): N.A. 1927

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

Reference Station (III): NAVY, 1925

Lat.: *39° 53' 11.790"* (363.6m) Long.: *75° 09' 59.491"* (1413.5m) Adjusted
~~Unadjusted~~

State Plane Coordinates (VI): *Pennsylvania, South Zone*

X = *2,724,910.96 Feet*

Y = *212,151.31 Feet*

New Jersey

X = *1,859,726.26 Feet*

Y = *384,026.62 Feet*

Military Grid Zone (VI)

PHOTOGRAPHS (III)

75th meridian

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
46-D-1622-1626-31	3/3/46	1120	1:10,000	4.9' above MLW
46-D-1643-1648-53	3/3/46	1210	"	0.4' " MHW
46-D-1676-1680	3/3/46	1225	"	0.6' above MHW
46-D-1696-1700-05	3/3/46	1250	"	0.9' above MHW
46-D-1715-1719-24	3/3/46	1325	"	0.8' above MHW
46-D-1733-1737-42	3/3/46	1345	"	0.9' above MHW
46-D-1856-1860	3/10/46	1430	"	0.7' below MLW

Tide from (III): Actual tide observations at Philadelphia corrected to Gloucester to Billingsport and Bridesburg to Gloucester.

Mean Range: 5.3'

Spring Range: 5.6'

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

Field Inspection by: See pages of field reports for **date:** 9/23/46 to 11/25/46
T-8748C. 5/8/47 to 10/7/47

Field Edit by: J. D. Weiler **date:** Feb 1949

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

Projection and Grids ruled by (III) T.L.J. **date:** 10/23/47

" " " checked by: T.L.J. **date:** 10/23/47

Control plotted by: Washington Office **date:**
Additional control plotted by: R. E. Rudolph **date:** 9/17/48
Control checked by: Washington Office **date:**
Additional control checked by: R. Glaser **date:** 9/20/48

Radial Plot by: no radial plot **date:**

Detailed by: Washington Office **date:**
Additional detailing by: Ruth E. Rudolph **date:** 8/30/48 - 9/8/48

Reviewed in compilation office by: **date:**
Raymond Glaser 9/23/48 - 9/29/48

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

STATISTICS (III)

Land Area (Sq. Statute Miles): 8

Shoreline (More than 200 meters to opposite shore): 14.5 statute miles

Shoreline (Less than 200 meters to opposite shore): 6 " "

Number of Recoverable Topographic Stations established: Eight

hydrographic signal sites
Number of ~~Temporary Hydrographic Stations~~ located by radial
plat: none

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-8748A 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-8748C.

FIELD REPORT

MAP MANUSCRIPT

SURVEY NO. T-8748A

For data concerning the field inspection of this manuscript refer to the original field reports for T-8748 submitted to the Baltimore Photogrammetric Office by E. L. Jones on 24 November 1946 (east of the Schuylkill River) and by Riley J. Sipe on 29 October 1947 (west of the Schuylkill River). These field reports are attached to the descriptive report for T-8748C.

COMPILATION REPORT

SHORELINE MANUSCRIPT

SURVEY NO. T-8748A

Survey No. T-8748A is one of six (6) shoreline manuscripts in Project No. Ph-7(46)E located in or near the City of Philadelphia along the Delaware River.

T-8748A was compiled in the Washington Office by using the stereo-planigraph and was revised and corrected in the Baltimore Compilation Office.

26. CONTROL

Twenty-two (22) additional control stations were plotted within the revised area of this survey at the Baltimore Compilation Office.

The position of EAST HORSESHOE FRONT RANGE LIGHT, 1925, plotted in the Washington Office, has been removed from the manuscript. This light was rebuilt at a new location in 1938. A new position has been determined for this light. (See report and Forms No. 567 and No. 524 included in the report for Survey No. T-8769).

The positions of WEST HORSESHOE REAR RANGE, 1925, and POINT "C" as plotted in the Washington Office were found to be incorrect and have been replotted on the manuscript.

The following information concerning control stations was furnished by the Stereomapping Section, Washington Office in "Data for use in writing Compilation Reports" dated 12 February 1948 -

1. BENZOL 34 (U.S.E.D.) - could not be identified
2. TRESTLE 37 (U.S.E.D.) - Could not be identified
3. SCHUYLKILL RIVER ENTRANCE REAR RANGE, 1925-not identifiable on the photographs and is now believed lost because its plotted position fell on a road."

However, on T-8748A, the geographic position of this light is plotted and directly south of it there is a pricked position with the notation "new position of light". It is not known in the Baltimore Compilation Office how this "new" position was obtained. The field party pricked the light on the south side of the road and positively identified it. According to the Light List dated 1948 this light has not been moved since it was built in 1920. *(See Field Edit Report for T-8748 C)*

27. RADIAL PLOT

None.

28. DELINEATION

The compilation is in accordance with the written instructions pertaining to Project No. Ph-7 (46) dated 19 July 1946 and 15 September 1947.

Survey No. T-8748A was compiled in the Washington Office by use of the Zeiss Stereoplanigraph using the available wide angle 12" focal length photography. This photography was reduced to 8 $\frac{1}{4}$ " focal length in order to use the 8 $\frac{1}{4}$ " normal angle Zeiss lenses in the stereoplanigraph. Previous tests indicated that the horizontal errors introduced due to change in focal length were negligible.

In the Baltimore Compilation Office, the shoreline and adjacent area were corrected and field inspection was applied using prominent shoreline features and road intersections as control points. Geographic names and names of triangulation stations were added. Recoverable topographic stations were radially plotted on the manuscript orienting to the triangulation stations in the area.

29. SUPPLEMENTAL DATA

Refer to the descriptive report for T-8748C.

30. MEAN HIGH WATER

In the Washington Office the mean high water line was delineated from office interpretation of the single lens 1:10,000 photographs. In the Baltimore Office, using available field inspection, the mean high water line was revised.

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

Six (6) landmarks and eight (8) aids to navigation were located and are to be charted.

See Forms No. 567 submitted with this report. *See Review Report*

35. HYDROGRAPHIC CONTROL

None shown.

36. LANDING FIELDS AND AERONAUTICAL AIDS:

Two landing fields are within the area of this survey. However, only one, the Henry C. Mustin Aviation Field, is within the revised area. The other, Philadelphia ^{INTERNATIONAL} ~~Southwest~~ Airport, is to the west of the corrected area. Within the limits of this airport, though, one aeronautical aid, Philadelphia ^{INTERNATIONAL} ~~Southwest~~ Airport Rotating Beacon, has been radially plotted on the manuscript orienting to the triangulation stations in the area. One other aeronautical aid, AERO, 1946, has also been radially plotted. Forms No. 524 are being submitted with this report for these two aids.

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. Lands Creek and Hollander Creek have not been shown on the manuscript because they apparently no longer exist.

38. JUNCTIONS

Junction with Surveys No. T-8748B to the north, with T-8749A to the east, and with T-8769 to the south, have been made and are in agreement.

There is no contemporary survey to the west.

T-8748A is covered by Topographic Survey No. T-8748C.

39. BRIDGES

All bridge information in the area covered by this report as listed in the U. S. Engineers "List of Bridges over Navigable Waters in the U.S." dated 1 July 1941 was verified in the field, all clearances were carefully measured with a steel tape and the published descriptions and clearances were found to be correct except for the following discrep-

39. BRIDGES (Continued)

ancies which were not reported to the local District Engineers:

A list of bridge discrepancies for the north half of Proj. Ph-7 has been prepared and will be submitted to the Dist. Engr. (USE) during the field edit of map T-8747C.

Miles above mouth	Bridge at	Field Measurements	Listed Measurements	J.R. 22 June 50
-------------------------	-----------	-----------------------	------------------------	--------------------

SCHUYLKILL RIVER

	Reserve Basin	Vertical Lift Horiz. Cl. 200.8' Vert. Cl. 128.5' <i>Vert. Cl. down</i>	None <i>200.0'</i> <i>127.5'</i> <i>7.5'</i>	<i>T8748A</i> <i>use these</i> <i>for chart</i> <i>280'</i>
1.3	Penrose Avenue City of Philadelphia	Horiz. Cl. 184.0' Left 184.0' Right Vert. Cl. 16.0'	4 spans Horiz. Cl.- 183.0' Left 184.0' Right Vert. Cl. 18.2'	<i>This is the old bridge</i> <i>now replaced by new one in 1950</i> <i>L.S.S.</i> <i>1-24-52</i>
3.5	Passayunk Passayunk Avenue City of Philadelphia	Horiz. Cl. 199' Vert. Cl. 32.5'	3 spans Horiz. Cl. 200' Vert. Cl. 33.8'	
5.1	Tasker Street B. & O.R.R.	Horiz. Cl.- 58.0' Left 58.0' Right Vert. Cl. 14.5'	3 spans Horiz. Cl. e 57.0' Left 58.0' Right Vert. Cl. 15.0'	

Only those bridge clearance measurements supplied by the field inspection party have been noted on the manuscript.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

Survey No. T-8748A has been compared with the U.S. Army, Corps of Engineers, Philadelphia quadrangle, scale 1:62,500, edition of 1943. Minute comparison was not possible because of the great difference in scale between the two surveys. At Girard Point a new bridge crossing Reserve Basin does not appear on the quadrangle. Hollander Creek which formerly emptied into Reserve Basin, and Lands Creek, formerly located north of Harkness Point have been filled and are not shown on the manuscript. With the above exceptions, general agreement between the quadrangle and the manuscript is good.

45. COMPARISON WITH NAUTICAL CHARTS:

By using the vertical projector, T-8748A was compared with Nautical Chart No. 280, scale 1:15,000, published September 1943.

Detail along the Delaware River is in good agreement. However, holding the polyconic projection lines coincident, the detail on the chart is located slightly southwest of the detail as it appears on the manuscript.

Along the Schuylkill River, a few man made changes have taken place. Inland much change has occurred because of the various oil refinery companies now located there. Change was also noted in the shoreline along the north shore of Reserve Basin.

T-8748A was also compared with Nautical Chart No. 295, scale 1:40,000, published September 1943. Minute comparison was not made but the two surveys appear to be in good agreement.

Two RADIO TOWERS and one TANK at the U.S. Naval Base, shown on both charts as landmarks, have not been reported by the field party to be carried forward on the charts. They are shown on the manuscript as triangulation stations. *Reported by Field Edit Party.*

The following topographic information shown on T-8748A is of sufficient importance to warrant immediate application to the charts:

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 charts:

Crane (landmark) - no information has been furnished as to whether or not this still exists as a landmark.

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

Respectfully submitted
21 September 1948

Erith C. Rudolph
Engineering Draftsman
Compilation and Descriptive Report

Harry R. Rudolph
Supervisor

Raymond Glaser
Engineering Draftsman
Photogrammetric Office Reviewer

Approved and forwarded
22 October 1948

Thos B. Burt
Officer in Charge
Baltimore Photogrammetric Office

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		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS	
			FORWARD	(BACK)	FORWARD	(BACK)		FORWARD	(BACK)	FORWARD	(BACK)
GLOUCESTER, P&J TANK G- (LANG PAPER CO.,) 1969 145 1925	Acc. P.	N.A. 1927	39 53	25.842				797.0	(1053.5)		
GLOUCESTER, WELLS- BACH WATER TANK, 102 1925	-1751	"	75 07	41.538				986.9	(438.6)		
CAMDEN, ARMSTRONG CORK CO., CHIMNEY 146 1925	-1969	"	39 54	12.802				394.8	(1455.7)		
	102		75 07	30.655				728.2	(697.1)		
	-1969	"	39 55	13.433				414.3	(1436.2)		
	140	"	75 07	30.115				715.2	(709.7)		
SPRUCE(USE) 1925	-1969	"	39 55	59.170				1824.9	(25.6)		
	140	"	75 08	01.311				31.1	(1393.5)		
PHILADELPHIA DELAWARE SUGAR CO. CONCRETE STACK 1933 101	-1751	"	39 55	43.629				1345.6	(504.9)		
PHILADELPHIA CAMPHOR CHIMNEY, (USE), 1925 146	-1969	"	75 08	33.972				806.7	(618.1)		
	104	"	39 54	53.145				1639.1	(211.4)		
	103	"	75 08	18.531				440.1	(984.9)		
PHILADELPHIA NAVY YARD, POWER PLANT WATER TANK, 1933 104	-1751	"	39 53	14.511				447.5	(1403.0)		
PHILADELPHIA NAVY YARD, WHITE WATER TANK 1933 103	-1751	"	75 10	07.928				188.4	(1237.2)		
	104	"	39 53	26.68				822.9	(1027.6)		
SCHUYLKILL RIVER ENTRANCE - REAR 144	-1969	"	75 10	32.31				767.7	(657.9)		
	144	"	39 53	26.13				805.9	(1044.6)		
SCHUYLKILL RIVER ENTRANCE FRONT 144	-1969	"	75 11	34.21				812.8	(612.7)		
	104	"	39 53	19.70				607.6	(1242.9)		
FORT MIFFLIN, GRAY WATER TANK 104 1925	-1751	"	75 11	37.30				886.2	(539.2)		
	104	"	39 52	33.702				1039.4	(811.1)		
WEST HORSESHOE FRONT RANGE, 1925 144	-1969	"	75 12	35.454				842.5	(583.3)		
	144	"	39 52	58.858				1815.3	(35.2)		
	144	"	75 12	13.515				321.1	(1104.5)		

M-2388-12

DATE 15 Sept. 1948

copy
CHECKED BY: H.R. Rudolph

DATE 14 Sept. 1948

1 TISSOT 06 METER R. E. Rudolph
COMPTON CO.

MAP T-8748A

PROJECT NO. PH-7(46)E

SCALE OF MAP 1:10,000

SCALE FACTOR

Note

STATION	SOURCE OF INFORMATION (UNDER Pg. Acc.)	DATUM	LATITUDE OR y -COORDINATE LONGITUDE OR x -COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS	
CRANE, 1925	138 1969	N. A. 1927	39 53	03.222				99.4	(1751.1)		
PHILADELPHIA NAVY YARD, NORTH RADIO TOWER (USE) 1925	144	"	75 10	44.994				1069.1	(356.6)		
PHILADELPHIA NAVY YARD, SOUTH RADIO TOWER 1925	1751 103	"	39 53	29.948				923.7	(926.8)		
			75 10	38.553				915.9	(509.6)		
			39 53	23.028				710.2	(1140.3)		
			75 10	37.698				895.7	(529.9)		
BULKHEAD (U.S.E.), 1926	1969 150	"	39 53	13.959				430.5	(1420.0)		
			75 11	47.040				1117.7	(307.9)		
ROCK, 1926	" 150	"	39 53	09.322				287.5	(1563.0)		
			75 11	47.458				1127.6	(298.0)		
FORT MIFFLIN, FLAG POLE, 1925	" 144	"	39 52	45.028				1388.8	(461.7)		
(Flag Pole 2 words)			75 12	21.927				521.1	(904.7)		
T-WHARF 2, 1925	" 139	"	39 54	12.159				375.0	(1475.5)		
			75 07	36.698				871.8	(553.5)		
GLoucester CITY, ARGO MILLS, TOWER 1925	" 146	"	39 54	00.343				10.6	(1839.9)		
			75 07	31.707				753.2	(672.1)		
GLoucester, LANG PAPER CO., STACK, 1933	1751 103	"	39 53	26.950				831.2	(1019.3)		
			75 07	40.394				959.7	(465.8)		
TERMINAL, 1925	1969 139	"	39 53	17.159				529.2	(1321.3)		
			75 08	00.560				13.3	(1412.3)		
POINT "C"	Airport Survey	"	39 52					1711.5	(139.0)		
			75 13					1262.8	(162.9)		
GLoucester, WELS- BACH, STACK, 1933	Acc.No. G-1751 Pg.102	"	39 54	14.056				433.5	(1417.0)		
			75 07	31.280				743.1	(682.2)		

 IF STATION IS 100 METER
 CORRECTED BY H.E. Rudolph

DATE 14 Sept. 1948

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 CHECKED BY H.R. Rudolph

DATE 15 Sept. 1948

M-2388-12

MAP T-8748A

PROJECT NO. PH-7(46)E

SCALE OF MAP 1:10,000

SCALE FACTOR none

STATION	SOURCE OF INFORMATION (INDEX) Acc. Pg.	DATUM	LATITUDE OR 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)
WEST HORSESHOE REAR RANGE, 1925	N.A. No. 1969	1927	39 52 59.859			1846.2 (4.3)	
ORE PIER USE (U.S.E.D.) 1930	U.S.E.D. Phila. District	"	75 12 32.438			770.8 (654.9)	
DYKE (U.S.E.D.) 1930 USE	"	"	39 53 37.132			1145.2 (705.3)	
CONCRETE (U.S.E.D.) 1930 USE	"	"	75 11 50.205			1192.8 (232.7)	
PHILADELPHIA GULF RE-FINING CO. S.W. WEST-ERLY STACK, 1933	Acc. No. G-1751 Pg. 102	"	39 53 35.305			1088.9 (761.6)	
BANK USE (U.S.E.D.) 1930	U.S.E.D. Phila. District	"	75 12 14.336			340.6 (1084.9)	
BENZOL '34 (U.S.E.D.) 1934	U.S.E.D. Phila. District	"	39 53 41.651			1284.6 (565.9)	
SAND (U.S.E.D.) 1934 USE	"	"	75 12 11.565			274.8 (1150.6)	
WARNER (U.S.E.D.) 1934 USE	"	"	39 54 35.319			150.1 (1700.4)	
TRESTLE USE (U.S.E.D.) 1939	"	"	75 12 44.637			1011.4 (414.0)	
UNIVERSITY WEST (U.S.E.D.) 1930	"	"	39 55 16.304			1089.2 (761.2)	
CORK (U.S.E.) 1925	Acc. No. G-1969 Pg. 140	"	75 12 09.138			1060.2 (364.9)	
			39 55 17.143			502.8 (1347.7)	
			75 12 30.287			217.0 (1207.0)	
			39 55 58.532			528.7 (1321.8)	
			75 12 32.570			719.3 (705.6)	
			39 56 08.143			1805.2 (45.3)	
			75 12 18.541			773.3 (651.4)	
			39 56 35.617			251.1 (1599.4)	
			75 11 48.440			440.2 (984.5)	
			39 55 12.651			1098.5 (752.0)	
			75 07 43.277			1150.0 (274.5)	
						390.2 (4160.3)	
						1027.8 (397.1)	

1:10,000 METER

CHECKED BY R.E. Rudolph

DATE

14 Sept. 1948

Copy

CHECKED BY H.R. Rudolph

DATE 15 Sept. 1948

M-2368-12

MAP T. 8748A

PROJECT NO. PH-7(46)E

SCALE OF MAP 1:10,000

SCALE FACTOR none

STATION	SOURCE OF INFORMATION (INDEX) Pg.	DATUM	LATITUDE OR Y-COORDINATE LONGITUDE OR X-COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS	
					FORWARD	(BACK)		FORWARD	(BACK)	FORWARD	(BACK)
PIER 34S (U.S.E.), 1925	Acc. No. 1969 140	N. A. 1927	39 56	16.884				520.7	(1329.8)		
			75 08	25.383				602.6	(821.9)		
PHILA. GERMAN EVANGELICAL LUTHERAN-BRANAUERS CHURCH, SPIRE WITH GOLD FINIAL, 1933	1751 100	"	39 56	06.751				208.2	1642.3)		
			75 09	02.901				68.9	(1355.7)		
PHILADELPHIA FEDERAL CON-FAIRNER CO. WATER TANK, 1933	1751 100	"	39 55	59.449				1833.5	(17.0)		
			75 13	20.323				482.5	(942.1)		
PHILADELPHIA FELLS NAPHTHA CO. STACK, 1933	1751 101	"	39 54	54.009				1665.7	(184.8)		
			75 14	51.582				1225.1	(199.9)		
PHILADELPHIA BAUGH'S CHIMNEY (U.S.E.) 1925	1969 147	"	39 55	28.508				879.2	(971.3)		
			75 08	24.296				577.0	(847.9)		
PIER 98S, 1925	1969 139	"	39 54	39.311				1212.4	(638.1)		
			75 07	56.950				1352.7	(72.4)		
PHILA. QUARTERMASTER TANK (USE) 1925	" 145	"	39 54	42.27				1303.7	(546.8)		
			75 08	20.70				491.7	(933.4)		
PHILADELPHIA PUBLICKER CO., SQUAT SILVER WATER TANK, 1933	1751 102	"	39 54	92.767				1010.6	(839.9)		
			75 08	03.301				78.4	(1346.8)		
SCOW, 1925	1969 138	"	39 53	23.578				727.2	(1123.3)		
			75 08	57.431				1364.5	(61.0)		
NAVY, 1925	"	"	39 53	11.790				363.6	(1486.9)		
			75 09	59.491				1413.5	(12.1)		
PHILA. NAVY YARD, POWER PLANT STACK, 1933	1751 104	"	39 53	14.622				451.0	(1399.5)		
			75 10	09.558				227.1	(1198.5)		
BelleVue Hotel, R.N., 1885	p 69		39 52	35.103				1082.6			
			75 10	36.540				969.5			

Position changed, see p 13 of
Triangulation descriptions #300.

LISTED
COMPUTED BY: R.E. Rudolph

DATE 14 Sept. 1948

COPY
CHECKED BY: H.R. Rudolph

DATE 15 Sept. 1948

M-2386-12

SCALE FACTOR

[illegible]

1 FT. - 3048006 METER

COMPUTED BY:...

DATE:

CHECKED BY:

DATE _____

M-2388-12

GEOGRAPHIC NAMES

- Camden
- Delaware River
- Fort Mifflin
- Gibson Point
- Girard Point
- Gloucester
- Gloucester Point
- Greenwich Point
- Harkness Point
- * Hollander Creek
- Kaighn Point
- * Lands Creek
- League Island
- Little Timber Creek
- Mingo Creek
- Mud Island
- Newton Creek
- Philadelphia
- Penrose Ferry Bridge
- Point Breeze
- Reserve Basin
- Schuylkill River
- Swansons Creek
- U.S. Naval Base
- Windy Point
- Yankee Point

* Not shown on manuscript because it no longer exists as such.

*See also list approved by Heck in Descriptive
Report for T-8748C*

Review Report T-8748A
Shoreline Map
22 June 1950

61. General:

This survey furnished detailed shoreline information for T-8748C(1949) 1:20,000.

62. Comparison with Registered Topo Surveys:

For the areas in common, this survey supersedes:

T-164 (1842)	1:10,000	T-1853 (1888)	1:9,600
T-165 (1842)	1:10,000	T-1854 (1888)	1:9,600
T-1582(1863)	1: 3,000	T-1927 (1889)	1:4,800
T-1583(1863)	1: 3,000	T-1985(1889)	1:1,200
T-975 (1865)	1: 2,500	T-1986 (1889)	1:1,200
T-165b(1870)	1:10,000	T-1991 (1890)	1:9,600
T-1313a(1873)	1: 5,000	T-2100 (1891)	1:2,400
T-1943(1878)	1: 4,800	T-3521 (1915)	1:9,600
T-1944(1878)	1: 4,800	T-4175 (1925)	1:5,000
T-1945(1878)	1: 4,800	T-4176 (1925)	1:5,000
T-1951(1878)	1: 4,800	T-4177 (1925)	1:5,000

for nautical charting purposes.

63. Comparison with Maps of other Agencies:

Philadelphia, Pa.-N.J.	(1943)	1:62,500	Army Map Service
"	"	(1898)	1:62,500 U.S. Geological Survey

64. Comparison with Contemporary Hydro Surveys: None

65. Comparison with Nautical Charts:

No. 280 2/13/50 1:15,000. There are some bridge clearances that should be corrected. The daybeacons at Yankee Point should be deleted; see chart letter, No. 606(1949)

66. Adequacy of Results:

This map complies with National Map Accuracy Standards.

67. Aids and Landmarks:

See list on Form 567 filed in Division of Charts as Chart Letters No. 679(1946), No. 427(1948), and No. 606(1949).

68. Field Edit:

Information obtained for the field edit of T-8748C was also applied to this survey. Also see Review Report for T-8748C for discussion under the headings "69. Field Edit" and "70. Classified Areas."

Reviewed by:

Jack L. Rinn
Jack L. Rinn,

Approved by:

S. V. Griffith 2/19/54
Chief, Review Section
Division of Photogrammetry

W. Edmonson
Chief, Nautical Chart Branch
Division of Charts

O. S. Reading
Chief, Div. of Photogrammetry

W. H. Schutterburg
Chief, Div. Coastal Surveys
W. H.



G2-TMP

RESTRICTED

DEPARTMENT OF THE ARMY

OFFICE OF THE ASSISTANT CHIEF OF STAFF, G-2, INTELLIGENCE
WASHINGTON 25, D. C.

21 May 1951

MEMORANDUM FOR: DIRECTOR, U. S. COAST AND GEODETIC SURVEY, DEPARTMENT
OF COMMERCE
ATTN: Administrative Planning Section (Mr. Kuncis, Route 734)
SUBJECT: Classification Clearance

1. Returned herewith are USC&GS topographic manuscripts Nos. T-8748A
and T-8748C, forwarded for classification clearance by your memorandum,
No. 734-rs, dated 5 January 1950.

2. There is no objection to publication of the inclosed manuscripts
in unclassified form, provided minor deletions are made as indicated in
red pencil thereon.

FOR THE ASSISTANT CHIEF OF STAFF, G-2:

1 Incl
USC&GS Topo Manuscripts
Nos. T-8748A & T-8748C

W. C. Hall, Major, GSC
for W. C. HALL
Colonel, GSC
Acting Chief, Training Division

*Classified matter
Not shown on
Removed from printed copy - noted during
registry of T-8748A - L. Martin Gazik
2-5-51*

RESTRICTED

NAUTICAL CHARTS BRANCH

SURVEY NO. T-8748-A

Record of Application to Charts

[illegible]

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.

8748 b

Diag. Cht. No. 295-2

Form 501

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Photogrammetric Shoreline

Project No.

Field No. PH-7(46)E Office No. T-8748B

LOCALITY

State Pennsylvania and New Jersey

General locality Delaware River

Locality Philadelphia

1946-1947

CHIEF OF PARTY

E.L. Jones, Chief of Field Party, 1946

R. J. Sipe, Chief of Field Party, 1947

Thos. B. Reed, Baltimore Photo. Office

LIBRARY & ARCHIVES

DATE _____

DATA RECORD

T- 8748B

Quadrangle (II): Delaware River Bridge & Vicinity Project No. (II): PH-7(46)E

Field Office: Camden, N. J.
Philadelphia, Pa.Chief of Party: E.L. Jones
Riley J. Sipe

Compilation Office:

Chief of Party:

Washington Office and Baltimore Photo. Office. Thos. B. Reed

Instructions dated (II III):

25 March 1946, 19 July 1946
15 September 1947Copy filed in *Div. of Photogrammetry*
~~Report No. T~~ (VI)

Completed survey received in office:

*Oct. 19, 1948*Reported to Nautical Chart Section: *11-1-48*Reviewed: *22 June 50*

Applied to chart No.

Date:

Redrafting Completed:

Ball. Office - Chief Engineer - H. Sipe - Sept. 17, 1951
*Chief Edit. H. Sipe - 9/19/51*Registered: *2-14-52*

Published/Issued September 1951

Compilation Scale: 1:10,000

Published Scale: —

Scale Factor (III): 1.000

Geographic Datum (III): N.A. 1927 ✓

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

Reference Station (III): PENN, 1933 ✓

Lat.: $39^{\circ} 56' 57.141''$ (1762.3m) Long.: $75^{\circ} 11' 21.611''$ (513.0m) Adjusted ✓
~~Unadjusted~~State Plane Coordinates (VI): *Pennsylvania, South Zone**X = 2,717,850.99 Feet**Y = 234,758.03 Feet**State Plane Coordinates: New Jersey**X = 1,853,458.29 Feet**Y = 406,865.51 Feet*

Military Grid Zone (VI)

PHOTOGRAPHS (III)

75th meridian

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
46-D-1627-1631	3/3/46	1120	1:10,000	4.9 above MLW
46-D-1648-1653	3/3/46	1210	1:10,000	0.4' above MHW
46-D-1671-1675	3/3/46	1225	1:10,000	0.6' above MHW
46-D-1701-1705	3/3/46	1250	1:10,000	0.9' above MHW
46-D-1720-1724	3/3/46	1325	1:10,000	0.8' above MHW
46-D-1738-1742	3/3/46	1345	1:10,000	0.9' above MHW

Actual tide observations at Philadelphia corrected to
Tide from (III): Gloucester to Billingsport and Bridesburg to Gloucester.

Mean Range: 5.3'

Spring Range: 5.6'

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 date: 9/23/46 to 11/25/46
T-8748C. 5/18/47 to 10/7/47

Field Edit by: J.D. Weiler date: Feb 1949
*Attached to Descriptive Report
for T-8748C*

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

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

date: 9/30/47

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

date: 9/30/47

Control plotted by: Washington Office
Additional control plotted by: R.E. Rudolph
Control checked by: Washington Office
Additional control checked by: F.J. Tarcza

date:
9/14/48
date:
9/15/48

Radial Plot by: No radial plot. Bridged by
Stereoplanigraph.

date:

Detailed by: Washington Office
Additional detailing by: Ruth E. Rudolph

date:
9/9/48 - 9/14/48

Reviewed in compilation office by: R. Glaser

date: 9/17/48 - 9/22/48

Elevations on Field Edit Sheet
checked by:

date:

STATISTICS (III)

Land Area (Sq. Statute Miles): $3\frac{1}{2}$

Shoreline (More than 200 meters to opposite shore): 12.4 statute miles

Shoreline (Less than 200 meters to opposite shore): 2.8 statute miles
(measured along approximate centerline only)

Number of Recoverable Topographic Stations established: one landmark

Number of ^{photo} ~~Temporary~~ Hydrographic Stations located by radial
plot: one

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:

Summary to Accompany T-87488

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 sheets at a scale of 1:10,000 are to furnish material for the revision of nautical charts for this area, and for a series of 18 topographic compilations at a scale of 1:20,000. These 18 sheets are to be published by the U. S. Geological Survey as standard topographic quadrangles at a scale of 1:24,000.

To be submitted when
the project completion
report is prepared
and inserted in place
of this summary
E.M.

FIELD REPORT

MAP MANUSCRIPT

SURVEY NO. T-8748B

For data concerning the field inspection of the manuscript refer to the original field reports for T-8748 submitted to the Baltimore Photogrammetric Office by E. L. Jones on 24 November 1946 (east of the Schuylkill River) and by Riley J. Sipe on 29 October 1947 (west of the Schuylkill River). These field reports are attached to the descriptive report for T-8748C.

COMPILATION REPORT

SHORELINE MANUSCRIPT

SURVEY NO. T-8748B

Survey No. T-8748B is one of six (6) shoreline manuscripts in Project No. PH-7(46)E located in or near the City of Philadelphia along the Delaware River.

T-8748B was compiled in the Washington Office using the stereo-planigraph and was revised and corrected at the Baltimore Compilation office.

26. CONTROL

Fifteen (15) additional triangulation stations were plotted within the revised area of this survey at the Baltimore Compilation Office. In addition, PHILA., WILBUR CHIMNEY (U.S.E.), 1925 was found to be incorrectly plotted and it has been re-plotted on the manuscript.

27. RADIAL PLOT

None.

28. DELINEATION

The compilation is in accordance with the written instructions pertaining to Project NO. PH 7(46), dated 19 July 1946, and 15 September 1947.

T-8748B was compiled in the Washington Office by use of the Zeiss stereoplanigraph using the available ~~wide~~ ^{normal (Tewinkel)} angle 12" focal length photography. This photography was reduced to 8 $\frac{1}{4}$ " focal length in order to use the 8 $\frac{1}{4}$ " normal angle Zeiss lenses in the stereoplanigraph. Previous tests indicated that the horizontal errors introduced, due to the change in focal length, were negligible. } OK

Along the Delaware River, junction was made at latitude 39° 56' 30" between Surveys T-8748A and T-8748B and was found to be in disagreement on the west side of the river. Detail points were radially plotted orienting to the triangulation stations in the area. The area south of the Delaware River Bridge was then re-delineated. North of this bridge, the shapes and sizes of the piers and the number and location of the railroads were found to be in disagreement with the field inspection data and they were also re-delineated.

Over the remaining area, corrections were made and field inspection

28. DELINEATION (Continued)

was applied using prominent shoreline features and road intersections as control points.

One recoverable topographic station and one tidal bench mark were also radially plotted on the manuscript orienting to the triangulation stations in the area.

29. SUPPLEMENTAL DATA

Refer to the descriptive report for T-8748C.

30. MEAN HIGH WATER LINE

In the Washington Office the mean high water line was delineated from office interpretation of the single lens 1:10,000 photographs. In the Baltimore Office, using available field inspection, the mean high water line was revised.

31. MEAN LOW WATER LINE

None shown.

32. DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE

No comment

33. WHARVES AND SHORELINE STRUCTURES

No comment

34. LANDMARKS AND AIDS TO NAVIGATION

Five (5) landmarks were located and are to be charted. There are no aids to navigation within the area.

See forms No. 567 ~~submitted with~~ ^{attached to} this report. ~~See Review Report~~

35. HYDROGRAPHIC CONTROL

One photo hydrographic station No. 4803 (University of Pennsylvania steam plant stack - 300' high) has been shown on the manuscript.

In the field report for T-8748C four photo hydrographic stations No. 4800 to No. 4803 inclusive, are listed as being pricked on the photographs. However, No. 4801 and No. 4802 fall within the area of Survey No. T-8769 and No. 4800 has not been found on any of the field photographs.

36. LANDING FIELDS AND AERONAUTICAL AIDS

None

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

Junctions with Surveys Nos. T-8748A to the south and T-8749B to the east have been made and are in agreement.

There are no contemporary shoreline surveys to the north and west.

T-8748B is a part of Topographic Survey No. T-8748C.

39. BRIDGES

All bridge information for the area covered by this report as listed in the U. S. Engineers "List of Bridges over Navigable Waters in the U.S." dated 1 July 1941 was verified in the field, all clearances were carefully measured with a steel tape and the published descriptions and clearances were found to be correct except for the following discrepancies which were not reported to the local District Engineers:

Miles above mouth	Bridge at	Field Inspection Measurements	Listed Measurements
<u>DELAWARE RIVER</u>			
100.2	Phila., Pa. Race Street States of Penna. and N.J.	Horiz. Cl.- 472.0' Left 1671.5' Center 626.0' Right Vert. Cl.- 138.5'	3 spans Horiz. Cl.- 657' Left 1686' center 657' Right Vert. Cl.-135'
<u>SCHUYLKILL RIVER</u>			
6.2	University Ave. 34th St. City of Phila.	Horiz. Cl. 100.0' Vert. Cl. 32.0'	5 spans Horiz. Cl.- 87.0' Left 100.0' Center 87.0' Right Vert. Cl. 32.7'

A list of bridge discrepancies for the north half of Proj R-7 has been prepared and will be submitted to the Dist Engr (USE) during the field edit of T-8747C.

JR 22 June 50

Miles above mouth	Bridge at	Field Inspection Measurements	Listed Measurements
SCHUYLKILL RIVER			
6.4	Christian Street P.R.R.	Horiz. Cl.- 70.0' Left <i>E</i> 68.0' Right <i>W</i> Vert. Cl. 25.0'	3 spans Horiz. Cl.- 70.0' Left 67.0' Right Vert. Cl. 26.0'
6.7	South Street City of Phila.	Horiz. Cl. 100.0' Vert. Cl. 38.0'	5 spans Horiz. Cl.- 101.5' Left 100.0' Center 101.5' Right Vert. Cl. 36.6'
7.2	Walnut Street City of Phila.	Horiz. Cl. 112.0' Vert. Cl. 23.0'	3 spans Horiz. Cl.- 95.0' Left 113.0' Center 99.0' Right Vert. Cl. 21.7'
7.3	Chestnut Street City of Phila.	Horiz. Cl.- 160.0' Left 160.0' Right Vert. Cl. 31.0'	2 spans Horiz. Cl.- 160.0' Left 160.0' Right Vert. Cl. 32.3'
7.4	Market Street City of Phila.	Horiz. Cl. 165.0' Vert. Cl. 30.0'	2 spans Horiz. Cl.- 164.0' Left 164.0' Right Vert. Cl. 27.8'
7.42	Market Street Phila. Transportation Co.	Horiz. Cl. 200.0' Vert. Cl. 30.0'	3 spans Horiz. Cl.- 73.0' Left 200.0' Center 69.0' Right Vert. Cl. 29.4'
7.5	Arch Street Penna. R. R.	Photo. No. 1702 Horiz. Cl. 175.0' Vert. Cl. 40.0' Photo. No. 1703 Horiz. Cl.- 161.0' Left <i>E</i> 172.0' Right <i>W</i> Vert. Cl. 40.0'	2 spans Horiz. Cl.- 172.0' Left 172.0' Right Vert. Cl. 38.25'

Chart these

*Use one
note on
chart 280
for both
bridges.
Hor 165'
Vert. 30'*

*L.S.S.
1-24-52*

Miles above mouth	Bridge at	Field Inspection Measurements	Listed Measurements
<u>SCHUYLKILL RIVER</u>			
8.1	Fairmount Br (280) Spring Garden Street City of Phila.	Horiz. Cl. 275.0' Vert. Cl. 18.0'	1 span Horiz. Cl. 280.0' Vert. Cl. 17.3'

Only those bridge clearances supplied by the field inspection party were applied to the manuscript.

40. VERTICAL CONTROL

One Tidal Bench Mark No. 21, 1922, has been radially plotted orienting to the triangulation stations in the area.

Tidal Bench Mark No. 29 was transferred to the manuscript from Topographic Survey No. T-8748C because it could not be identified on the 1:10,000 scale photographs.

Tidal Bench Mark No. 35 is beneath the Delaware River Bridge and for this reason has not been shown on the manuscript.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

Survey No. T-8748B has been compared with the U.S. Army, Corps of Engineers, Philadelphia quadrangle, scale 1:62,500, edition of 1943. Minute comparison was not possible because of the great difference in scale between the two surveys. However, they appear to be, in general, in good agreement.

45. COMPARISON WITH NAUTICAL CHARTS

By using the vertical projector, T-8748B was compared with Nautical Chart No. 280, scale 1:15,000, published September 1943. Along the Schuylkill River a few man made changes have occurred just south of the dam. Along the Delaware River, south of the Delaware River Bridge, the chart and the manuscript are in almost perfect agreement. North of the bridge, on the east side of the river, much change was noted in shore-line features. On the west side, the placement of the piers on the chart all seem to be southwest of those as shown on the manuscript.

T-8748B was also compared with Nautical Chart No. 295, scale 1:40,000, published September 1943. Minute comparison was not made. The two surveys appear to be in good agreement.

45. COMPARISON WITH NAUTICAL CHARTS (Continued)

The following topographic information shown on T-8748B is of sufficient importance to warrant immediate application to the charts:

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 charts:

Post Office (Landmark) - shown only on Chart No. 280-no information has been furnished as to whether this still exists as a landmark. *Investigated by Field Ed. Party*

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

Respectfully submitted
16 September 1948

Rich E. Rudolph
Engineering Draftsman
Compilation and Descriptive Report

Raymond Glavin
Engineering Draftsman
Photogrammetric Office Reviewer

Approved and forwarded
October 1948

Harry R. Rudolph
Supervisor

Thos B. Rind
Officer in Charge
Baltimore Photogrammetric Office

MAP T-8748B

PROJECT NO. PH-7(46)E

SCALE OF MAP 1:10,000

SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX Pg. Acc.)	DATUM	LATITUDE OR LONGITUDE OR ψ -COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS	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)
PENN, 1925	No. 141 1969	N.A. 1927	39 57 54.770			1689.2 (161.3)	
PHILADELPHIA WILBUR CHIMNEY (USE)	1969 146	"	75 07 39.334			933.5 (490.5)	
PHILADELPHIA ST. PETERS	1751	"	39 57 16.61			512.3 (1338.2)	
PROTESTANT EPISCOPAL CHURCH, SPRING (USE)	1969 141	"	75 08 36.04			855.5 (568.7)	
DOCK, 1925	1969 141	"	39 56 34.943			1077.7 (772.8)	
PHILADELPHIA CHRIST'S CHURCH, CROSS (USE) 1925	" 147	"	75 08 53.529			1270.8 (153.6)	
CAMDEN, VAN SCIVER BUILDING, TALLEST	" "	"	39 56 38.387			1183.9 (666.6)	
CUPOLA, (USE) 1925	" "	"	75 08 24.804			588.8 (835.6)	
PHILADELPHIA CITY HALL	1751	"	39 57 02.284			70.4 (1780.1)	
PENN STATUE CENTER OF CIRCUMFERENCE	78	"	75 08 39.889			946.9 (477.4)	
PHILADELPHIA WANAMAKER	1751	"	39 56 40.923			1262.1 (588.4)	
TOWER, LIGHT, 1933	98	"	75 07 42.859			1017.5 (406.9)	
PHILADELPHIA ELECTRIC CO., STACK, 1933	" 100	"	39 57 09.375			825.3 (1025.2)	
UNIVERSITY WEST PHILA. District	U.S.E.D. Phila. District	"	75 09 50.052			522.2 (902.0)	
BRIDGE PIER (USE) 1927	U.S.E.D. Phila. District	"	39 57 03.794			289.1 (1561.4)	
		"	75 09 49.903			1188.1 (236.1)	
		"	39 56 31.729			117.0 (1733.5)	
		"	75 11 22.929			1184.6 (239.7)	
		"	39 56 35.617			978.4 (871.9)	
		"	75 11 48.440			544.4 (880.1)	
		"	39 56 49.418			1098.5 (752.0)	
		"	75 11 15.987			1150.0 (274.5)	
		"				1524.1 (326.4)	
		"				379.5 (1044.9)	

Falls off sheet

MAP T. 8748B PROJECT NO. PH-7(46)E SCALE OF MAP 1:10,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR LONGITUDE OR X-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
SPRING GARDEN WEST (U.S.E.D.) 1928 USE	U.S.E.D. Phila. District	N.A. 1927	39 57 50.389			1554.1 (296.4)	
PHILA., P.R.R. POWER HOUSE STACK 1933	188. PG. C-1751 98	"	75 11 03.744			88.9 (1335.1)	
			39 57 30.483			940.2 (910.3)	
			75 11 07.426			176.3 (1247.8)	
CRAMPS, 1925	1969 142	"	39 58 07.475	Falls off Sheet		230.5 (1620.0)	
SUB. PT. CRAMPS			75 07 08.566			203.3 (1220.6)	
			39 58 08.566			228.3 (1622.2)	
			75 07 08.566			207.3 (1216.6)	
GARDEN COURTHOUSE BALL, 1925	1969 148	"	39 56 40.555	" "		1250.8 (599.7)	
			75 07 11.029			261.8 (1162.6)	
COOPER POINT TANK (USE) 1925	1969 141	"	39 57 26.285	" "		810.7 (1039.8)	
			75 07 23.097			548.2 (875.9)	
GARDEN, NORTH BAPTIST CHURCH DOME 1925	1969 147	"	39 56 56.275	" "		1735.6 (114.9)	
			75 07 20.727			492.0 (932.3)	
			39 56 41.048	" "		1266.0 (584.5)	
GARDEN, 1933	1664 69	"	75 07 13.614			323.2 (1101.2)	
PHILADELPHIA BREWERY, FINIAL OF DOME, 1933	1751 97	"	39 58 08.472			261.3 (1589.2)	
			75 08 21.082			500.3 (923.6)	
VIC, 1925	1969 141	"	39 56 54.421			1678.5 (172.0)	
			75 07 59.224			1406.0 (18.4)	
CAMDEN, RCA VICTOR BLDG., FLAGPOLE, 1933	1751 99	"	39 56 48.923			1508.9 (341.6)	
			75 07 39.654			941.3 (483.0)	
PHILA., ST. AUGUSTINUS, CHURCH 1925	1969 147	"	39 57 19.404			598.5 (1252.0)	
			75 08 47.991			1139.1 (285.0)	

LISTED BY: R.E. Rudolph DATE: 14 Sept. 1948 CHECKED BY: H.R. Rudolph DATE: 15 Sept. 1948
 COMPUTED BY: M. 2388-12

MAP T. 8748B

PROJECT NO. PH-7(46)E

SCALE OF MAP 1:10,000

SCALE FACTOR

None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ψ -COORDINATE LONGITUDE OR x -COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS	
ACC.										
PIER 5, 1925	No. 69 G-1664	N.A. 1927	39 57 04.037				124.5 (726.0)			
PHILADELPHIA MUTUAL LIFE INSURANCE BLDG., 1933	69 G-1751	"	75 08 19.342				459.11 (965.1)			
FLAGPOLE, 1933	99 G-1664	"	39 56 49.695				1532.7 (317.8)			
PENN, 1933	69 G-1664	"	75 09 03.423				81.3 (1343.1)			
MUSEUM, 1933	69 G-1664	"	39 56 57.141				1762.3 (88.2)			
PHILADELPHIA WEST TRANS- MISSION TOWER, 1933	100 G-1751	"	75 11 21.611				513.0 (911.3)			
PHILADELPHIA EAST TRANS- MISSION TOWER, 1933	100 G-1751	"	39 56 48.913				1508.6 (341.9)			
City Hall, 1933	p 29		75 11 33.348				791.6 (632.7)			
			39 56 37.12				1144.9 (705.6)			
			75 11 33.70				800.0 (624.4)			
			39 56 35.48				1094.3 (756.2)			
			75 11 26.87				637.9 (786.5)			
			39 57 09.299							
			75 09 49.955							
			39 57 05.432				167.5			
			75 08 18.710				446.0			
Pier #5 USED mark, 1925	p 28		39 56 16.884				520.7			
Pier #4 (USE 1925)			75 08 25.383				602.6			
Longacre Park Ice and Heating Co. Stack, 1933	p 28		39 56 24.295				746.9			
			75 14 59.900				1423.1 (241)			

LISTED BY R. E. Rudolph

COMPUTED BY R. E. Rudolph

DATE 14 Sept. 1948

CHECKED BY H. R. Rudolph

DATE 15 Sept. 1948

M. 2388-12

GEOGRAPHIC NAMES

- Benjamin Franklin Parkway
- Camden
- Cooper Point
- Delaware River
- Market Street Wharf
- Philadelphia
- Schuylkill River

Also see list approved by Tech in Descriptive Report for T-8748C.

Review Report T-8748B
Shoreline Map
22 June 1950

61. General:

This survey furnished detailed shoreline information for T-8748C (1949) 1:20,000.

62. Comparison with Registered Topo Surveys:

For the areas in common, this survey supersedes:

T-165	(1842)	1:10,000	T-1957	(1878)	1:4,800
T-168	(1843)	"	T-1852	(1888)	"
T-2317	(1863)	1:2,500	T-1854	"	1:9,600
T-2318	"	1:10,000	T-1902	"	1:1,200
T-2322	"	1:5,000	T-1985	(1889)	"
T-1942	(1878)	1:4,800	T-1992	(1890)	1:9,600
T-1943	"	"	T-3521	(1915)	"
T-1956	"	"	T-4175	(1925)	1:5,000

for nautical charting purposes.

63. Comparison with Maps of other Agencies:

Philadelphia, Pa.-N.J.	(1943)	1:62,500	Army Map Service
"	"	"	U.S. Geological Survey
"	(1898)	"	

64. Comparison with Contemporary Hydro Surveys: None

65. Comparison with Nautical Charts:

#280, 2/13/50, 1:15,000 There are some bridge clearances that should be corrected. See paragraph 45.

66. Adequacy of Results:

This map complies with national map accuracy standards.

67. Aids and Landmarks:

See list on Form 567 filed in the Division of Charts as Chart Letters #679 (1946), #427 (1948) and #606 (1949).

68. Field Edit:

Information obtained for the field edit of T-8748C was also applied to this survey. The shoreline and detail along the Schuylkill River north of Fairmount Dam was transferred from T-8748C.

Reviewed by:

Jack L. Rihn
Jack L. Rihn, Cartographer

Approved by:

S. V. Griffin 2/19/52
Chief, Review Section
Div. of Photogrammetry

H. Edmuntson
Chief, Nautical Chart Branch
Division of Charts GFI

O. S. Reading W. H. H. H.
Chief, Div. of Photogrammetry Chief, Div. of Coastal Surveys
KH.

NAUTICAL CHARTS BRANCH

SURVEY NO. T-8748-B

Record of Application to Charts

[illegible]

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.