8750

Diag. Cht. No. 29502

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Photogrammetric-Topographic

Field No. ..... *Office No.* T-8750

LOCALITY

State Pennsylvania - New Jersey

General locality Delaware River

Locality Woodbury

194 6-'49

CHIEF OF PARTY
E.L.Jones, Chief of Field Party
T.B.Reed, Balto. Photo. Office

LIBRARY & ARCHIVES

DATE May 4, 1950

8-1870-1 (1)

8750

Form T-1

DATA RECORD

T-8750

Quadrangle (II): Woodbury

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

Field Office: Camden, New Jersey

Chief of Party: E. L. Jones

Compilation Office: Baltimore, Maryland

Chief of Party: Thos. B. Reed

Instructions dated (II III):
25 March 1946 14 June 1946
19 July 1946
15 September 1947

Copy filed in ~~Descriptive Report No. T- (VI)~~ Division of Photogrammetry Office Files

Completed survey received in office: 6-28-49

Reported to Nautical Chart Section: 7-4-49

Reviewed: 1-4-50

Applied to chart No.

Date:

Redrafting Completed:

Registered: 2-7-50

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): RED, 1925

Lat.: 39° 52' 25.481" (785.9)

Long.: 75° 11' 13.915" (330.7m)

Adjusted ~~Unadjusted~~

State Plane Coordinates (VI): Pennsylvania South Lambert Grid
New Jersey Transverse Mercator Grid

X =

Y =

Military Grid Zone (VI)

M-2467-12 (3)

PHOTOGRAPHS (III)
75th meridian

Number	Date	Time	Scale	Stage of Tide
15529	3-10-46	1245	1:20,000	0.1' above MLW
15532	3-10-46	1250	"	0.1' above MLW
15625	3-21-46	1446	"	5.6' above MLW
15626	3-21-46	1447	"	5.6' above MLW
15637	3-21-46	1508	"	5.8' above MLW
15638	3-21-46	1509	"	5.8' above MLW

Tide from (III): Actual tide observation at Phila. corrected to "Gloucester to Billingsport"

Mean Range: 5.3' **Spring Range:** 5.7'

Camera: (Kind or source) U. S. Coast and Geodetic Survey nine lens camera focal length 8¼".

Field Inspection by: See page 1 of field report **date:** 8 Aug-22 Nov.1946

Field Edit by: John D. Weiler **date:** Jan. 1949

Date of Mean High-Water Line Location (III): Same as date of photographs supplemented with field inspection during 8 Aug.to 22 November 1946

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: F.J.Tarcza, J.C.Richter **date:** 10-30-47, 3-20-48

Control checked by: E.N.Cross, L.A.Senasack **date:** 11-5-47, 3-25-48

Radial Plot by: F.J.Tarcza **date:** 12-16-47

Detailed by: J.C.Richter **date:** 12-15-47 - 2-18-48, 4-10-48 - 6-18-48

Reviewed in compilation office by: J.W.Vonasek **date:** 6-22-48 to 7-8-48

Elevations on manuscript **checked by:** J.W.Vonasek **date:** 7-6-48

STATISTICS (III)

Land Area (Sq. Statute Miles): 54

Shoreline (More than 200 meters to opposite shore): 6 statute miles

Shoreline (Less than 200 meters to opposite shore): 21 statute miles

Number of Recoverable Topographic Stations established: 12

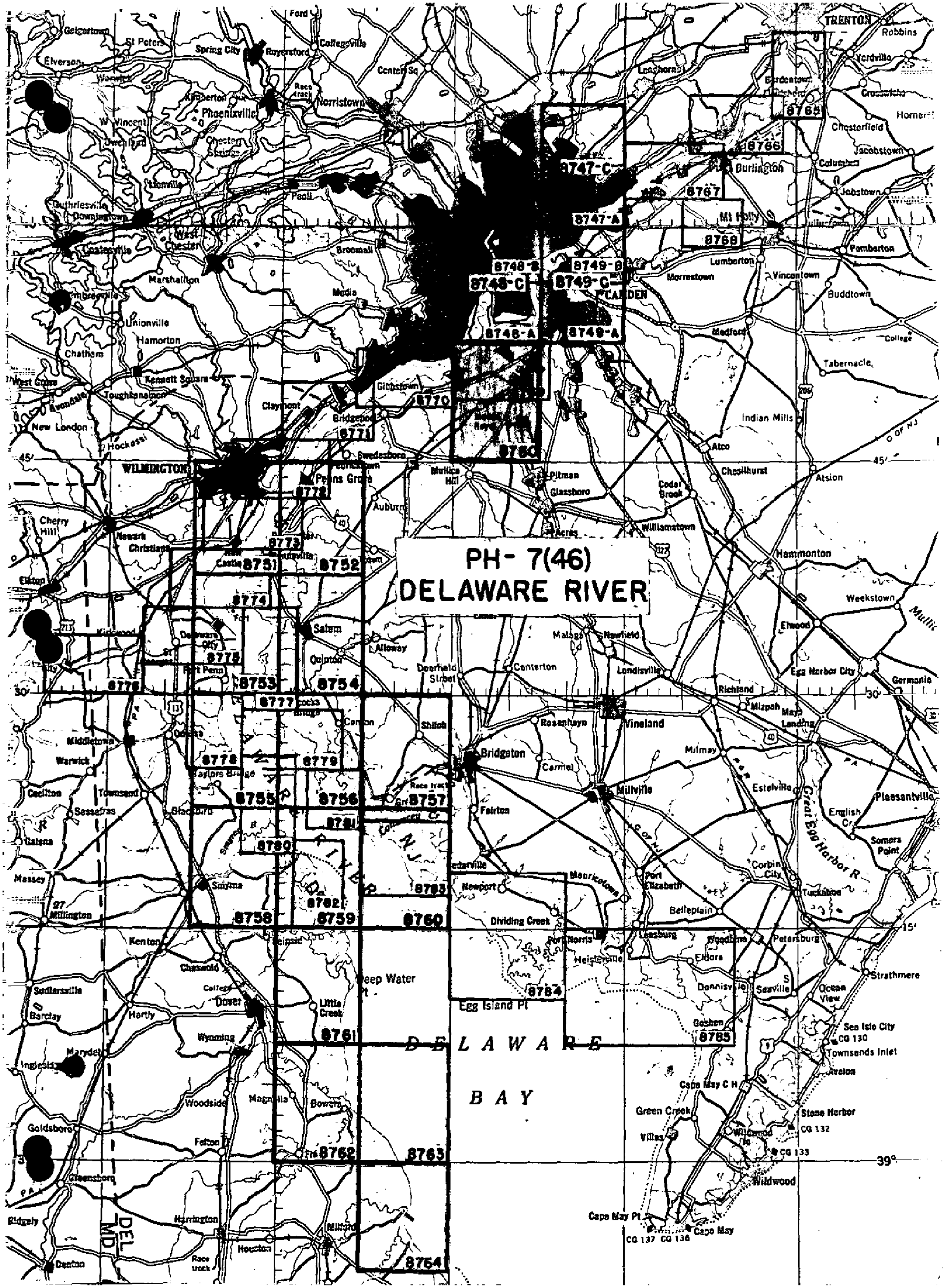
Number of Photo. Hydrographic Stations located by radial plot: none

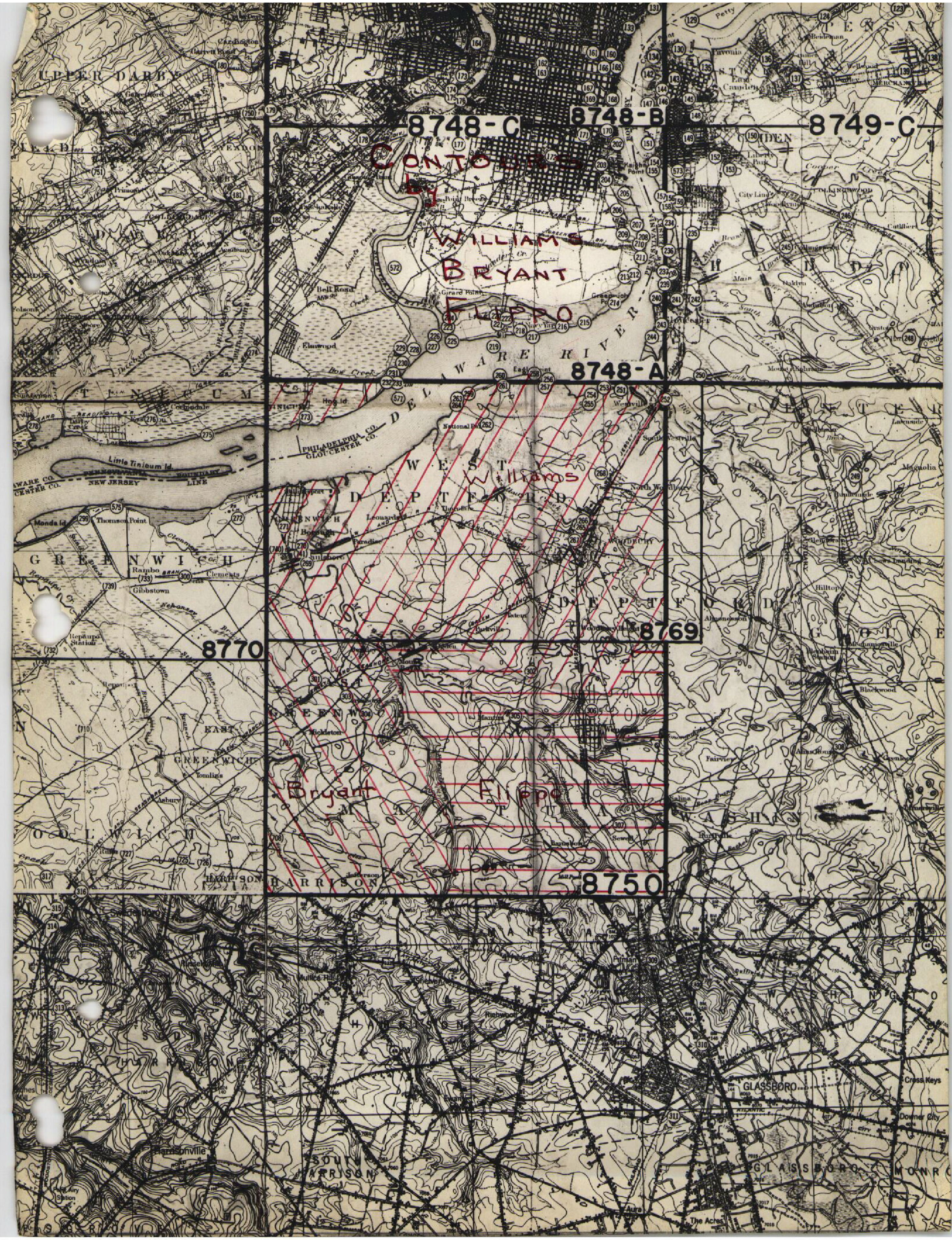
Leveling (to control contours) - miles: 130

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:


PH- 7(46)
DELAWARE RIVER
TRENTON
Burlington
Mt Holly
CAMDEN
WILMINGTON
Phoenixville
Norristown
Royersford
Spring City
Collegeville
Coatesville
Downingtown
West Chester
Paoli
Media
Kennett Square
New London
Claymont
Bridgeport
Gibbstown
Swedesboro
Penns Grove
Newark
Christiana
Elkton
New Castle
Salem
Delaware City
Port Penn
Quinton
Alloway
Middletown
Odessa
Townsend
Blackbird
Smyrna
Kenton
Cheswold
Dover
Little Creek
Wyoming
Woodside
Magnolia
Bowers
Felton
Harrington
Houston
Milford
Greensboro
Goldsboro
Ridgely
Denton
Marydel
Bridgeton
Fairton
Millville
Vineland
Glassboro
Pitman
Williamstown
Hammonton
Egg Harbor City
Pleasantville
Port Norris
Heislerville
Dennisville
Cape May C H
Wildwood
Cape May
Cape May Pt
Sea Isle City
Townsends Inlet
Avalon
Stone Harbor
Ocean View
Strathmere
Tuckahoe
Egg Island Pt
Deep Water Pt
DELAWARE
BAY
DEL
MD
8747-C
8747-A
8748-B
8748-C
8748-A
8749-B
8749-C
8749-A
8750
8751
8752
8753
8754
8755
8756
8757
8758
8759
8760
8761
8762
8763
8764
8765
8766
8767
8768
8770
8771
8772
8773
8774
8775
8776
8777
8778
8779
8780
8781
8782
8783
8784
8785
45′
30′
15′
39°



CONTOURS
BY
WILLIAMS
BRYANT
FLIPPO
8748-C
8748-B
8749-C
8748-A
8769
8770
8750
Williams
Bryant
Flippo
DELAWARE RIVER
UPPER DARBY
TINICUM
GREENWICH
WEST
DEPTFORD
EAST GREENWICH
GLASSBORO
Little Tinicum Id.
PHILADELPHIA CO.
GLOUCESTER CO.
NEW JERSEY

Summary to Accompany
Topographic Map T-8750

This is one of a series of 18 topographic surveys in Project Ph-7(46) and extends from lower Delaware Bay near latitude 38°52½', longitude 75°15', northward up the Delaware River to and including the south and east sections of the City of Philadelphia.

This map is to be published by the Geological Survey at a scale of 1:24,000 as a standard topographic quadrangle. A cloth-mounted print, at scale 1:20,000 will be registered and filed in the Bureau Archives. A cloth-mounted color print will also be registered when T-8750 is published.

The shoreline area of T-8750 is also covered by a contemporary photogrammetric shoreline survey, T-8769, at 1:10,000 scale and shoreline details should be taken from the larger scale map.

The 1:20,000 scale registered copy of topographic map T-8750 is a very poor reproduction of the manuscript. It has been registered as a matter of record without redrafting because of the fact that:

(a) A 1:20,000 scale color print will soon be registered showing all essential topographic details.

(b) All shoreline details are shown on the larger scale shoreline survey T-8769.

FIELD INSPECTION REPORT
T-8750 (39° 45.0 / 75° 07.5 / 7.5
Project Ph-7 (46)
Sub-Project E
E. L. Jones, Chief Of Party

All phases of field work were 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 field work on this quadrangle was Completed by the following personnel:

Name & Title	Field Work	1946 Dates
Elmer L. Williams Engr. Aid	Horizontal Control Recovery	8 Aug. 23 Aug.
	Vertical Control Recovery	12 Aug. 27 Sept.
	Fly Levels	12 Aug. 27 Sept.
	Interior Inspection	1 Oct. 22 Nov.
	Contours	1 Oct. 22 Nov.
	Shoreline Inspection	26 Aug. 30 Aug.
Ben O. Bryant Sr. Photo Aid	Horizontal Control Recovery	8 Aug. 23 Aug.
	Interior Inspection	1 Nov. 22 Nov.
	Contours	1 Nov. 22 Nov.
	Shoreline Inspection	26 Aug. 30 Aug.
Donald G. Flippo Photo Aid	Contours	1 Nov. 22 Nov.
	Interior Inspection	1 Nov. 22 Nov.
Harland M. Cravat Photogrammetrist	Supervisor	8 Aug. 22 Nov.

1. Description of the Area:

The area of this quadrangle is immediately South of the industrial area of Philadelphia and Camden. There are some manufacturing plants in the Northern section. The less congested sections are given to truck farming.

The entire area is steeped in the traditions of historical events of the American Revolutionary Period.

2. Completeness of Field Inspection:

Field inspection is felt to be adequate and complete.

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 done on 1/20,000 scale, 9 lens photographs where possible. In areas where necessary to use 1/10,000 single lens photographs, cross index references have been made. The shoreline inspection was made on 1/10,000 scale single lens photographs.

4. Horizontal Control:

146 horizontal control stations were searched for or recovered, of these 24 were identified on the photographs either by substitute station method or pricked direct.

5. Vertical Control:

Field work on the vertical control consisted of recovery and identification of existing bench marks on 9 lens photographs, and establishing 4th order elevations for contouring.

Recovery:

24 bench marks were recovered. Bench marks were identified at various intervals to give good coverage in 4th order levels.

4th Order Leveling:

Approximately 130 miles of fly levels were run, using wye level methods; elevation computations were carried to the nearest 0.01 ft. with no closures exceeding 1 foot.

6. Contours and Drainage:

Contouring was done in the field on 1/20,000 scale 9 lens photographs by plane table methods. The contour interval was 20 ft. except that the 10 foot and 30 foot contours were also surveyed.

Preliminary to field work a stereoscopic examination of the photographs was made, drainage was delineated, and later checked by plane table methods.

7. Mean High Water Line:

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

The average range of tide is 5.3/4 ft.

8. Low Water Line:

The field investigation and tide data record indicates the photograph was at or near time of M.L.W. Along pier and dock areas the M.L.W.L. and M.H.W.L. concide in all sections of the quad.

9. Wharves and Shoreline Structures:

Adequately covered on the photographs.

10. Detail Off-shore from Mean High Water Line:

Adequately covered on the photographs.

11. Landmarks and Aids to Navigation:

All landmarks and Aids to Navigation are reported on the attached form # 567.

12. Hydrographic Control:

Nine topographic stations were identidied on the photographs and described on form # 524. No hydrographic signal sites were selected.

13. Landing Fields and Aeronautical Aids:

4 All landing fields and Aeronautical Aids were delineated on the photographs.

14. Roads:

Classified.

15. Bridges:

A field investigation of the published bridge data was made, all measurements taken with a steel tape, and entered directly on the photographs.

16. Buildings:

No comment necessary.

17. Boundaries:

Where boundaries could be postively identified in the field, they were indicated on the photographs.

Boundaries: (Cont'd)

The majority of the boundaries could not be located in the field because monuments no longer exist. After consulting both county and city engineers it was learned that they themselves could not go into the field and trace the boundaries.

From the county and city engineers the field party obtained maps which delineate the boundaries, yet are correct to the best knowledge of these engineers.

Where the maps were applicable the field party did not attempt to show boundaries on the photographs, because it would be a transfer job, which the compilation office is far better equipped to do. All such maps were submitted with photographs.

Legal descriptions for the boundaries will be furnished as a special report.

18. Geographic Names:

Geographic name information was obtained during field work by the topographer. These names were incorporated in a special Geographic Name Report by Lowell I. Bass, Engineering Aid.
Filed in Geographic Names Section, Div. of Charts

Submitted
22 Nov 1946

E. L. Williams

E. L. Williams
Engr. Aid

Approved
22 Nov 1946

E. L. Jones
Chief of Party

Harland R. Cravat

By: Harland R. Cravat
Photogrammetrist

MAP T-8750 PROJECT NO. PH-7(46)E SCALE OF MAP 1:20,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION Acc No. (INDEX) G- Pg.	DATUM	LATITUDE OR y-COORDINATE LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
FORT, 1925	1969 138	N.A. 1927	39 52 27.597 75 12 34.126			851.1 999.4 811.0 614.9	
WESTVILLE MUN. WATER TANK 1933	1751 104	"	39 52 21.016 75 07 36.450			648.2 1202.3 866.2 559.7	
RED, 1925	1969 138	"	39 52 25.481 75 11 13.915			785.9 1064.6 330.7 1095.2	
BELLEVUE HOTEL R.M.I, 1885	1664 69	"	39 52 35.103 75 10 36.590			1082.6 767.9 869.5 556.3	
NATIONAL PARK MUN.STANDPIPE, 1925	1751 105	"	39 51 55.771 75 10 52.901			1720.1 130.4 1257.3 168.7	
END, 1925	1969 138	"	39 52 20.186 75 11 21.804			622.6 1227.9 518.2 907.7	
REVOLUTIONARY MON. (USE), 1925	1969 144	"	39 52 16.527 75 11 23.143			509.7 1340.8 550.0 875.9	
WOODBURY, 1933	1664 70	"	39 50 29.858 75 09 05.939			920.9 929.6 141.2 1285.4	
CENTER OF BRIDGE ON HY. # 45, ~~1933~~	1664 80	"	39 50 30.600 75 09 02.745			943.0 906.7 65.3 1361.3	
WOODBURY COURT-HOUSE CLOCK TOWER 1933	1751 107	"	39 50 18.323 75 09 13.247			565.1 1285.4 315.0 1111.6	
COLONIAL MANOR WATER TANK, 1933	1751 106	"	39 51 16.177 75 08 40.421			498.9 1351.6 960.8 465.4	
PAULSBORO, 1933	1664 70	"	39 49 52.561 75 14 12.584			1621.1 229.4 299.2 1127.6	

1 FT. = .3048006 METER

COMPUTED BY: H.R. Rudolph H.R.Rudolph DATE Oct.27 & 28, 1947

CHECKED BY: F.J. Tarcza F.J.Tarcza DATE Oct. 24,1947.

M-2388-12

MAP T- 8750 PROJECT NO. PH-7(46)E SCALE OF MAP 1:20,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
PAULSBORO, SANDURA WILD CORP. SQUAT BLACKWATER T., 1933	Ass No. G-1751 Pg. 107	N.A. 1927	39 50 07.154			220.6 1629.9	
			75 14 17.629			419.2 1007.5	
PAULSBORO MUN. W.T. 1933	1751 107	"	39 50 23.386			721.3 1129.2	
			75 14 41.129			977.9 448.7	
PAULSBORO, VACUUM OIL CO. NORTHERLY BRICK STACK, 1933	1751 106	"	39 50 31.794			980.6 869.9	
			75 15 26.918			640.0 786.6	
PAULSBORO VACUUM OIL CO. EASTERLY CONCRETE STACK, 1933	" "	"	39 50 29.306			903.9 946.6	
			75 15 28.485			677.3 749.3	
HOG ISLAND WATER TANK, 1926	" 105	"	39 52 00.539	Note: Δ destroyed; remains of base of tank identified on photos in compilation office for radial plot pinup control c.n.		16.6 1833.9	
			75 14 14.657			348.4 1077.7	
CLARKSBORO, EAST GREENWICH TWP. SILVER W.T., 1933	" 107	"	39 47 59.733			1842.2 8.3	
			75 13 32.129			764.3 663.1	
BOCK, 1933	1664 57	"	39 47 39.151			1207.5 643.0	
			75 13 05.035			119.8 1307.7	
MON. ~~No.~~ 10045, 1938 (NJGCS)	Gloucester Co. 1938 N.J.CGS	"	361,089.91	1,089.91 8,910.09		332.2 2715.8	
			1,856,296.35	6,296.35 3,703.65		1919.1 1128.9	
MON. ~~No.~~ 10058 (NJGCS)	Gloucester Co., 1939 N.J.G.C.S.	"	329,699.32	9,699.32 300.68		2956.4 91.6	
			1,842,985.88	2,985.88 7,014.12		910.1 2137.9	
MANTUA, 1933 (Sub.Pt.) R.M.No.1	Acc. No. G-1664 Pg. 70	"	39 47			1297.1 553.4	
			75 10			494.6 932.9	
N.J. STATE GEOD. CONTROL MON. ~~No.~~ 1067, 1939	Glou. Co. 1939 N.J.GCS	"	349,072.74	9,072.74 927.26		2765.4 282.6	
			1839,408.36	9,408.36 591.64		2867.7 180.3	
N.J. STATE GEOD. CONTROL MON. ~~No.~~ 4099, 1937	Glou. Co. 1937 NJGCS	"	333,954.14	3,954.14 6045.86		1205.2 1842.8	
			1870,379.57	379.57 9620.43		115.7 2932.3	

1 FT. = .3048006 METER

COMPUTED BY H.R.Rudolph DATE Oct. 27 & 28, 1947 CHECKED BY F.J.Tarcza DATE Oct. 29, 1947

M-2388-12

MAP T- 8750 PROJECT NO. PH-7(46)E SCALE OF MAP 1:20,000 SCALE FACTOR none

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD	(BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)
N.J. STATE GEOD. CONTROL MON. ~~NO.~~ 4925, 1940	Gloucester Co. 1940 N.J.G.C.S.	N.A. 1927	341,447.32	1,447.32	8552.68		441.1	2606.9		
			1851,080.50	1080.50	8919.50		329.3	2718.7		
N.J. STATE GEOD. CONTROL MON. ~~No. 10000~~ 1938	Gloucester Co. 1938 N.J.G.C.S.	"	~~345,629.85~~	5629.85	4370.15		1716.0	1332.0		
			~~1877,471.94~~	7471.94	2528.06		2277.4	770.6		
N.J. STATE GEOD. CONTROL MON. ~~N.~~ 10034, 1938	"	"	353,771.89	3771.89	6228.11		1149.7	1898.3		
			1871,317.92	1317.92	8682.08		401.7	2646.3		
Mon. 13001, 1939 (NJGCS)			334,591.24	4591.24	5408.76		1399.4	1648.6		
			1838,638.64	8638.64	1361.36		2633.1	414.9		
Mon. 13002, 1939 (NJGCS)			335,789.42	5789.42	4210.58		1764.6	1283.4		
			1836,924.27	6924.27	3075.73		2110.5	937.5		
Mon. 13074, 1940 (NJGCS)			367,846.31	7846.31	2153.69		2391.6	656.4		
			1850.972.21	972.21	9027.79		296.3	2751.7		
Mon. 13075, 1940 (NJGCS)			367,341.69	7341.69	2658.31		2237.8	810.2		
			1849,585.00	9585.00	415.00		2921.5	126.5		
Mon. 13076, 1940 (NJGCS)			366,735.46	6735.46	3264.54		2053.0	995.0		
			1848,082.12	8082.12	1917.88		2463.4	584.6		
Mon. 1000, 1939 (NJGCS)			349, 406.21	9406.21	593.79		2867.0	181.0		
			1844,994.07	4994.07	5005.93		1522.2	1525.8		
Mon. 1012, 1939 (NJGCS			368,176.39	8176.39	1823.61		2486.3	561.7		
			1864,345.30	4345.30	5654.70		1323.3	1723.5		
MON. 1011, 1939 (NJGCS)			369,513.57	9513.57	486.43		2899.7	148.3		
			1865,236.12	5236.12	4763.88		1596.0	1452.0		
MON. 1013, 1939 (NJGCS)			366,266.55	6266.55	3733.45		1910.0	1138.0		
			1863.201.60	3201.60	6798.40		975.8	2072.2		

1 FT. = .3048006 METER

COMPUTED BY: J.C. Richter J.C. Richter DATE 2-3-48

CHECKED BY: H.R. Rudolph H.R. Rudolph DATE 2-3-48

M-2388-12

MAP T- T-8750 PROJECT NO. PH-7(46)E SCALE OF MAP 1:20,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
MON.			365,156.01	5156.01 4843.99		1571.5 1476.5	
1014, 1939 (NJGCS)			1862,546.33	2546.33 7453.67		776.1 2271.9	
MON. ,1019, 1939 (NJGCS)			338,494.55	8494.55 1505.45		2589.1 458.9	
			1848,764.92	8764.92 1235.08		2671.6 376.4	
MON.1025, 1939 (NJGCS)			336,550.62	6550.62 3449.38		1996.6 1051.4	
			1847,298.59	7298.59 2701.41		2224.6 823.4	
MON. 1047, 1939 (NJGCS)			362,826.56	2826.56 7173.44		861.5 2186.5	
			1836,627.54	6627.54 3372.46		2020.1 1027.9	
MON. 1048, 1939 (NJGCS)			363,184.14	3184.1 6815.86		970.5 2077.5	
			1837,680.26	7680.26 2319.74		2340.9 707.1	
MON. 1049, 1939 (NJGCS)			364,954.70	4954.70 5045.30		1510.2 1537.8	
			1843,821.83	3821.83 6178.17		1164.9 1883.1	
MON. 1050, 1939 (NJGCS)			365,594.30	5594.30 4405.70		1705.1 1342.9	
			1845 267.10	5267.10 4732.90		1605.4 1442.6	
MON. 1059, 1939 (NJGCS)			344,656.40	4656.40 5343.60		1419.3 1628.7	
			1844,766.66	4766.66 5233.34		1452.9 1595.1	
MON. 1060, 1939 (NJGCS)			347.037.01	7037.01 2962.99		2144.9 903.1	
			1844,703.64	4703.64 5296.36		1433.7 1614.3	
MON. 1068, 1939 (NJGCS)			349,871.24	9871.24 128.76		3008.8 39.2	
			1840,519.84	519.84 9480.16		158.4 2889.6	
MON. 1069, 1940 (NJGCS)			352,486.61	2486.61 7513.39		757.9 2290.1	
			1843,276.93	3276.93 6723.07		998.8 2049.2	
MON. 1070, 1940 (NJGCS)			353,388.97	3388.97 6611.03		1033.0 2015.0	
			1842,484.15	2485.15 7515.85		757.2 2290.8	

1 FT. = .3048006 METER

COMPUTED BY: J.C. Richter DATE 2-2-48 CHECKED BY: H.R. Rudolph DATE 2-3-48

M-2388-12

MAP T-8750 PROJECT NO. PH-7(46)E SCALE OF MAP 1:20,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD	(BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)
MON. 4081, 1937 (NJGCS)			352,175.05	2175.05	7824.95		663.0	2385.0		
			1858,350.37	8350.37	1649.63		2545.2	502.8		
MON. 4084, 1937 (NJGCS)			348,978.18	8978.18	1021.82		2736.6	311.4		
			1858,442.44	8442.44	1557.56		2573.3	474.7		
MON. 4085, 1937 (NJGCS)			349,099.27	9099.27	900.73		2773.5	274.5		
			1859,993.51	9993.51	6.49		3046.0	2.0		
MON. 4086, 1937 (NJGCS)			349,114.25	9114.25	885.75		2778.0	270.0		
			1861,782.86	1782.86	8217.14		543.4	2504.6		
MON. 4087, 1937 (NJGCS)			349,228.68	9228.68	771.32		2812.9	235.1		
			1863,803.94	3803.94	6196.06		1159.4	1888.6		
MON. 4088, 1937 (NJGCS)			349,208.89	9208.89	791.11		2806.9	241.1		
			1864,883.18	4883.18	5116.82		1488.4	1559.6		
MON. 4089, 1937 (NJGCS)			349,313.57	9313.57	686.43		2838.8	209.2		
			1866,537.08	6537.08	3462.92		1992.5	1055.5		
MON. 4091, 1937 (NJGCS)			345,434.74	5434.74	4565.26		1656.5	1391.5		
			1867,402.33	7402.33	2597.67		2256.2	791.8		
MON. 4093, 1937 (NJGCS)			341,974.87	1974.87	8025.13		601.9	2446.1		
			1868,178.54	8178.54	1821.46		2492.8	555.2		
MON. 4094, 1937 (NJGCS)			~~340,533.51~~	533.51	9466.49		162.6	2885.4		
			1868,476.47	8476.47	1523.53		2583.6	464.4		
MON. 4096, 1937 (NJGCS)			~~337,731.14~~	7731.14	2268.86		2356.5	691.5		
			1869,120.37	9120.37	879.63		2779.9	268.1		
MON. 4097, 1937 (NJGCS)			336,434.45	6434.45	3565.55		1961.2	1086.8		
			1869,576.26	9576.26	423.74		2918.8	129.2		

1 FT. = .3048006 METER

COMPUTED BY: J.C. Richter J.C.Richter DATE 2-2-48

CHECKED BY: H.R. Rudolph H.R.Rudolph DATE 2-3-48

M-2388-12

MAP T- T-8750 PROJECT NO. PH-7(46)E SCALE OF MAP 1:20,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD	(BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)
(NJGCS)			363,989.33	3989.33	6010.67		1216.0	1832.0		
MON. 4915, 1940			1861,987.76	1987.76	8012.24		605.9	2442.1		
(NJGCS)			362,926.36	2926.36	7073.64		892.0	2156.0		
MON. 4916, 1940			1861,708.08	1708.08	8291.92		520.6	2527.4		
MON. 4917, 1940			361,605.90	1605.90	8394.10		489.5	2558.5		
(NJGCS)			1861,248.46	1248.46	8751.54		3805.5	2667.5		
MON. 4918, 1940			359,794.53	9794.53	205.47		2985.4	62.6		
(NJGCS)			1860,754.08	754.08	9245.92		229.8	2818.2		
MON. 4920, 1940			356,764.20	6764.20	3235.80		2061.7	986.3		
(NJGCS)			1859,813.03	9813.03	186.97		2991.0	57.0		
MON. 4921, 1940			350,103.28	103.28	9896.72		31.5	3016.5		
(NJGCS)			1857.677.82	7677.82	2322.18		2340.2	707.8		
MON. 4922, 1940			344,924.50	4924.50	5075.50		1501.0	1547.0		
(NJGCS)			1854,235.56	4235.56	5764.44		1291.0	1757.0		
MON. 4923, 1940			343,953.98	3953.98	6046.02		1205.2	1842.8		
(NJGCS)			1853,423.30	3423.30	6576.70		1043.4	2004.6		
MON. 4926, 1940			340,062.78	62.78	9937.22		19.1	3028.9		
(NJGCS)			1850,053.16	53.16	9946.84		16.2	3031.8		
MON. 10017, 1938			378,599.63	8599.63	1400.37		2621.2	426.8		
(NJGCS)			1871,005.55	1005.55	8994.45		306.5	2741.5		
MON. 10018, 1938			377,482.37	7482.37	2517.63		2280.6	767.4		
(NJGCS)			1871,179.62	1179.62	8820.38		359.5	2688.5		
MON. 10023, 1938			371.266.93	1266.93	8733.07		386.2	2661.8		
(NJGCS)			1871,193.93	1193.93	8806.07		363.9	2684.1		

1 FT. = .3048006 METER

COMPUTED BY: J.C. Richter, J.C. Richter DATE 2-3-48

CHECKED BY: H.R. Rudolph H.R. Rudolph DATE 2-3-48

M-2388-12

MAP T- 8750 PROJECT NO. PH-7-(46)-E SCALE OF MAP 1:20,000 SCALE FACTOR None.

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD	(BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)
MON. 10030, 1938 (NJGCS)			361,628.61	1628.61	8371.39		496.4	2551.6		
			1871,239.72	1239.72	8760.28		377.9	2670.1		
MON. 10031, 1938 (NJGCS)			359.941.38	9941.38	58.62		3030.1	17.9		
			1871.212.42	1212.42	8787.58		369.5	2678.5		
MON. 10040, 1938 (NJGCS)			364,405.98	4405.98	5594.02		1342.9	1705.1		
			1862,107.28	2107.28	7892.72		642.3	2405.7		
MON. 10041, 1938 (NJGCS)			363,802.16	3802.16	6197.84		1158.9	1889.1		
			1860,973.38	973.38	9026.62		296.7	2751.3		
MON. 10043, 1938 (NJGCS)			362,491.42	2491.42	7508.58		759.4	2288.6		
			1858,791.78	8,791.78	1208.22		2679.7	368.3		
MON. 10044, 1938 (NJGCS)			361,908.73	1908.73	8091.27		581.8	2466.2		
			1857,791.95	7791.95	2208.05		2375.0	673.0		
MON 10046,1938 (NJGCS)			360,458.42	458.42	9541.58		139.7	2908.3		
			1855,266.73	5266.73	4733.27		1605.3	1442.7		
MON. 10047, 1938 (NJGCS)			359.461.79	9.461.79	538.21		2884.0	164.0		
			1853,454.27	3454.27	6545.73		1052.9	1995.1		
MON. 10050, 1938 (NJGCS)			357,060.82	7060.82	2939.18		2152.1	895.9		
			1849,349.20	9349.20	650.80		2849.6	198.4		
MON. 10052, 1938 (NJGCS)			356,053.16	6,053.16	3946.84		1845.0	1203.0		
			1846,481.92	6,481.92	3518.08		1975.7	1072.3		
MON. 10053, 1938 (NJGCS)			355,078.73	5078.73	4921.27		1548.0	1500.0		
			1845,575,40	5575.40	4424.60		1699.4	1348.6		
MON. 10054, 1938 (NJGCS)			353,293.99	3293.99	6706.01		1004.0	2044.0		
			1844,151.91	4151.91	5848.09		1265.55	1782.5		

1 FT. = .3048006 METER

COMPUTED BY: J. C. Richter J. C. Richter DATE 2-3-48

CHECKED BY: H. R. Rudolph H. R. Rudolph DATE 2-3-48

M-2388-12

MAP T- 8750 PROJECT NO. PH-7(46)E SCALE OF MAP 1:20,000 SCALE FACTOR None.

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD	(BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD	(BACK)
MON.			350,581.16	581.16	9418.84		177.1	2870.9		
10087, 1939 (NJGCS)			1,866,218.99	6218.99	3781.01		1895.5	1152.5		
MON 10088, 1939			~~352,277.70~~	2277.70	7722.30		694.2	2353.8		
(NJGCS)			1865,875.52	5875.52	4124.48		1790.9	1257.1		
MON. 10089, 1939			353,305.68	3305.68	6694.32		1007.6	2040.4		
(NJGCS)			1865,609.11	5609.11	4390.89		1709.7	1338.3		
MON. 10091, 1939			356,175.49	6175.49	3824.51		1882.3	1165.7		
(NJGCS)			1864,962.18	4962.18	5037.82		1512.5	1535.5		
MON. 10092, 1939			357,842.88	7842.88	2157.12		2390.5	657.5		
(NJGCS)			1864,634.36	4634.36	5365.64		1412.6	1635.4		
MON. 10093, 1939			359.000.13	9,000.13	999.87		2743.2	304.8		
(NJGCS)			1864,331.67	4,331.67	5668.33		1320.3	1727.7		
MON. 10094, 1939			360,507.06	507.06	9492.94		154.6	2893.4		
(NJGCS)			1864,033.76	4033,76	5966.24		1229.5	1818.5		
MON 10096, 1939			362,894,40	2894.40	7105.60		882.2	2165.8		
(NJGCS)			1864.470.13	4470.13	5529.87		1362.5	1685.5		
MANTUA, 1933	Acc.No. G-1664 P-70	N.A. 1927	39 47 40.468				1248.1	602.4		
			75 10 21.239				505.3.	922.2		
WENONAH MUN. STANDPIPE, 1933	Acc.No. G-1751 P-107	"	~~39 47 42.758~~				1318.7	531.8		
			75 09 00.624				14.8	1412.7		
SEWELL MUN. STANDPIPE, 1933	Acc.No. G-1751 Pg.108	"	39 46 01.631				50.3	1800.2		
			75 08 23.366				556.2	871.9		
PITMAN MUN. STANDPIPE 1933	" "	"	39 44 04.549				140.3	1710.2		
			75 07 45.278				1078.2	350.6		

1 FT. = .3048006 METER

COMPUTED BY: H.R.Rudolph H.R.Rudolph DATE Oct. 27 & 28, 1947

CHECKED BY: F.J.Tarczа F.J.Tarczа DATE Oct.29, 1947

M-2388-12

MAP T-8750 PROJECT NO. PH-7(46)E SCALE OF MAP 1:20,000 SCALE FACTOR None

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
*BLOCK ISLAND LIGHT, 1925	Acc.No. G-1751 P. 105	N.A. 1927	39 52 13.775 75 12 26.737			424.8 1425.7 635.4 790.5	
W-1, 1938 (USGS)	Phila. Quad. Transit Trav.Pg.1	"	39 47 17.17 75 14 31.57			529.6 1320.9 751.2 676.5	
W-2, 1938 54' (USGS)	" Pg.2	"	39 45 48.35 75 14 43.91			1491.2 359.3 1045.2 383.0	
L-10, 1930 (USGS)	" Pg.2	"	39 50 03.71 75 14 41.59			114.4 1736.1 989.0 437.7	
M-10, 1930 (USGS)	" "	"	39 50 03.95 75 14 21.50			121.8 1728.7 511.2 915.5	

*Reported destroyed by Field Editor

1 FT. = .3048006 METER H.R.Rudolph M-2388-12

COMPUTED BY: H.R.Rudolph DATE Oct.27 & 28,1947 CHECKED BY: E.J.Tarcza DATE Oct.29,1947

RADIAL PLOT REPORT

PROJECT PH-7(46)-E

SURVEYS NOS. T-8747 to T-8750 incl.

1. GENERAL DESCRIPTION

Surveys Nos. T-8747 to T-8750 are four topographic surveys covering the entire area of sub-project No. PH-7(46)E located along the Delaware River between Billingsport and Riverton and including most of the area of the City of Philadelphia, Pa. and a portion of the Schuylkill River. These surveys will be compiled in accordance with instructions dated 25 March 1946 and 19 July 1946 by photogrammetric methods.

2. LAYOUT

A sketch showing the layout of the maps, horizontal ground control, and the photograph centers is attached to this report.

3. PHOTOGRAPHS

The photographs used in this radial plot were taken with the U. S. Coast and Geodetic Survey nine lens camera, focal length 8¼ inches at a scale of 1:20,000.

4. MANUSCRIPTS

The projection sheets for this radial plot were ruled with polyconic projections, scale 1:20,000 New Jersey State Grids (10,000 foot intervals) and Pennsylvania South State Grids (10,000 foot intervals). The projection and grid line were ruled on acetate with the ruling machine and checked in the Washington Office.

5. CONTROL

Five new horizontal control stations were established by the field party, four of which they identified.

The field party recovered 205 previously established horizontal stations, 106 of which they identified.

6. FIELD INSPECTION

The field identification of the horizontal control was very good except as follows:

EAST HORSESHOE FRONT RANGE LIGHT, 1925: Pricked direct, identification positive. Radially plotted position falls 26.8 millimeters northeast of geographic position. This light was rebuilt in 1938. Light List North Atlantic Coast of U.S., dated 1938, states that this light is "in Howell Cove", "rebuilt in 1932". Light List Atlantic and Gulf Coasts of the U.S. dated 1947 states that this light is on "Howell Cove Dike", rebuilt in 1938".

6. FIELD INSPECTION (Continued)

EAST HORSESHOE REAR RANGE LIGHT, ~~1925~~ 1890: Pricked direct, identification positive. Radially plotted position fall 11.8 millimeters northeast of geographic position. Light List North Atlantic Coast of U.S. dated 1938, states "265 yards 205 degrees from front light". Light List Atlantic and Gulf Coast of U.S. dated 1947 states "599 yards 207° 49' from front light". "Rebuilt 1938".

As both lights have been rebuilt since their geographic positions were established in 1925, it is believed that the field identification is correct but the geographic positions are for the original location of the lights.

PHILA. CHURCH WITH FOUR SPIRES, TOWER, 1933: Pricked direct identification positive. Radially plotted position falls 5.7 millimeters northeast of geographic position.

MON. 3955, 1937. Pricked direct, pricking positive. The sketch shown on control station identification form No. M-2226-12 and position identified on field photograph for this station agrees with the sketch by N.J. Geodetic Control Survey for Monument No. 3956. Station not used in the radial plot.

MON. 6951, 1940. Pricked direct; positive. Field photograph not available for use in compilation office. Pricked on office photograph from Form M-2226-12, Control Station Identification. Did not hold in radial plot. Radially plotted position falls 0.5 millimeters west of geographic position.

Station 47-25. New control pricked direct; positive identification. Did not hold in radial plot. Radially plotted position falls 0.4 millimeter southeast of geographic position.

Ten horizontal control stations which were identified on single lens photographs, scale 1:10,000, could not be identified on the 9 lens photographs, scale 1:20,000.

Four horizontal control stations which were reported as recovered and identified in the Field Reports for the surveys could not be identified because neither the field photographs nor the control station identification cards (Form M-2226-12) were available to the compilation office at the time the radial plot was made.

7. SUMMARY

The selection and identification of substitute stations and the identification of control were good except as mentioned under side heading No. 6. Only 5 of the stations actually identified on the 9 lens photographs could not be held to in the radial plot.

7. SUMMARY (Continued)

The distribution of the control was good except in the northwestern corner of Survey No. T-8747 and the north northeastern portion of Survey No. T-8748.

The distribution of the photographs was good except in the northern portion of Survey No. T-8747.

DETAILS OF RADIAL PLOTTING

8. The scale of the projection sheets was determined in the Washington Office. A combined radial plot was run using celluloid templets.

9. There are no other surveys at scale of 1:20,000 adjoining these four surveys;therefore, only the previously established control and the new horizontal control established during the field season of 1947 were used in making the plot.

10. The control was transferred from the projection sheets to base sheets by carefully matching common New Jersey State grid lines. The base sheets were then joined together by carefully matching common New Jersey State Grid Lines.

11. The templets to be used in the radial plot were constructed in accordance with Photogrammetry Instructions No. 11, dated 2-28-47, paragraphs 5.21 and 5.22.

12. The templets were then laid over the base sheets and oriented to the horizontal control with positive identification. All horizontal control stations identified on the 9 lens photographs was "held to" tangentially or better except those mentioned in side heading No. 6. 26 horizontal control stations, that were recovered but not identified, were identified in the compilation office and "held to" in the radial plot. Also one station HOG ISLAND WATER TANK 1926, which was reported as destroyed was identified (The ruins of the tank) in the compilation office and held to in the radial plot.

Satisfactory results were obtained.

13. The positions of the pass points determined by radial intersection and of photograph centers determined by resection,were then pricked directly on the projection sheets by placing each projection sheet over its respective base sheet and matching common New Jersey State grid lines.

14. The positions of all pass points and photograph centers are within 0.5 mm of their correct geographic positions.

REMARKS

15. 82 control stations identified by the field party, 26 control stations recovered by the field party but identified in the compilation office, and one control station reported lost but identified in the compilation office, were held to tangentially or better.

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 for Survey T-8748 and a radially plotted position for Station "G" was obtained 0.3 mm north of its geographic position.

Eight control stations which were identified by the field party were not used in the radial plot because they fell in areas with an overabundance of control for radial plotting with 9 lens photographs.

74 control stations that were recovered but not identified, 14 for which no data was available and 5 for which only reference marks were recovered by the field party, have been shown on the projection sheets.

Several 9 lens photographs within the area of this radial plot were not used in making the radial plot because the detail on them was obscured by smoke and haze. Their positions have been indicated on the layout sketch by broken circles.

Respectfully submitted
29 December 1947

H. R. Rudolph
H. R. Rudolph
Supervisor

Approved and forwarded
15 January 1948

Officer in Charge
Baltimore Photogrammetric Office

INDEX NO.	NAME OF STATION	RECOVERED	PRICKED	IDENTIFICATION
2	PHILA. COUNTY HOSPITAL NE STACK, 1933	Yes	Direct	Positive
3	PHILA. BYBERRY HOSPITAL STACK, 1933	Yes	Direct	Positive
50	TORRESDALE, SUPT. OF HATCHERIES HOUSE CUPOLA, 1911	Yes	No	In comp. office
52	BRIDESBURG ST. DOMINIC'S CH. SP., 1933	Yes	No	In comp. office
53	HOLMESBURG EMANUEL CH. SP., 1933	Yes	No	None
55	TORRESDALE ROUND HOUSE CUPOLA, 1911	Yes	Direct	Positive
59	WELLS 2, 1911	Yes	Direct	Positive
61	FELIN, 1933	Yes	Sub. Sta. Direct	Positive
62	HOLMESBURG SIGNATURE HOSIERY CO. TANK, 1935	Yes	No	None
63	PHILA. HOME FOR INDIGENTS STACK, 1935	Yes	Direct	Positive
64	HOUSE OF CORRECTION 3, 1935	Yes	Sub. Station-Direct	Positive. Not needed
67	TACONY, DELANEY TANK, 1935	Yes	Direct	Positive. " "
68	TACONY ST. VINCENTS SCHOOL CUPOLA, 1925	Yes	Direct	Positive
69	PHILA. L.H. GILMER CO. STACK, 1933	Yes	No	None
70	PHILA. L.H. GILMER CO. WATER TANK, 1933	Yes	No	None
71	PHILA. ST. LEO'S CH. SPIRE, 1933	Yes	No	None
72	PHILA. RAPID TRANSIT CO. WATER TANK, 1933	Yes	No	In comp. office
73	KEYSTONE, 1911	Yes	No	None
74	PHILA. H. F. DISSTON & SONS, SQUAT BLACK WATER TANK, 1933	Yes	No	None
75	TACONY, HENRY DISSTON & SONS BELL TOP CHIMNEY, 1925	Yes	Direct	Positive.Not needed
76	PHILA. TACONY WORSTED MILLS STACK, 1933	Yes	Direct	Positive.Not needed
77	FRANKFORD PUMPING 2, 1925	Yes	No	None
77	PUMP, 1933	Yes	Sub. Sta. Direct	Positive.Not needed
78	TACONY REAR RANGE LIGHT, 1933	Yes	No	Discontinued. Light removed.
79	PHILA. QUAKER CITY RUBBER CO. WATER TANK, 1933	Yes	No	None

Index No.	Name of Station	Recovered	Pricked	Identification
80	PHILA. INTERNATIONAL SHOE CO. STACK, 1933	Yes	No.	None
81	PHILA. FITLER ROPE CO. STACK, 1933	Yes	No.	None
82	PHILA. FITLER ROPE CO. SILVER WATER TANK, 1933	Yes	No.	None
83	PHILA. J. W. WATSON CO. STACK, 1933	Yes	No	In comp. office
84	PHILA. FRANKFORD ARSENAL NORTHEASTERLY TWIN STACK, 1933	Yes	No	None
85	FRANKFORD, CHAS. LANNING CO. CHIMNEY, 1925	Yes	No	None
86	FRANKFORD, CHAS. LANNING CO. STANDPIPE (USE) 1925	Yes	Direct	Positive
87	RIVERTON LIGHT, 1935	Yes	Direct	Not available when plot was made. Not needed.
87	RIVERTON WHARF 2, 1911	Yes	No	None
88	RIVERTON BIDDLES HOUSE FLAGSTAFF, 1911	Yes	Direct	Not needed
89	PALMYRA RANGE FRONT LIGHT, 1935	Yes	Direct	Positive
91	PALMYRA EPWORTH M.E. CH. SP., 1935	Yes	No	In comp. office
92	RIVERTON CL (USE) 1935	Yes	No	None
92	PALMYRA CL (USE) 1935	No	No	None
93	PALMYRA RANGE REAR LIGHT, 1935	Yes	Direct	Positive
94	PALMYRA 33 (USE) 1935	No	No	None
95	PALMYRA, RIVERTON-PALMYRA WATER CO. LARGER STAND-PIPE, 1933	Yes	Direct	Positive
97	PHILA. ALL SAINTS CH. SP. 1933	Yes	No	None
98	HILL, 1925	R.M.s recovered Station lost		None
98	HILL ECCENTRIC, 1933	Yes	No	None
98	ERATO, 1936	Yes	No	None
99	DELAIR CAMDEN WATER WORKS STACK, 1933	Yes	Direct	Positive
100	PHILA. COKE CO. TALLER STACK, 1933	Yes	Direct	Positive
102	ELECTRIC, 1925	RM 2 recovered		None
104	PHILA. EXIDE CO. WATER TANK, 1933	yes	No	None
105	PHILA. EXIDE CO. STACK, 1933	Yes	No	In comp. office
106	PHILA. SEARS ROEBUCK CO. FLAGPOLE, 1933	Yes	No	None
107	PHILA. SEARS, ROEBUCK CO. STACK, 1933	Yes	Direct	Positive
108	PHILA. CHURCH WITH FOUR SPIRES, TOWER, 1933	Yes	Direct	Positive. Radially plotted

Index No.	Name of Station	Recovered	Pricked	Identification
109	PHILA. UNITED GAS IMPROVEMENT CO. GAS TANK FINIAL, 1933	Yes	Direct	Positive
111	PHILA. PEARSON & LAUDASCHER LUMBER CO. TANK (USE) 1925	Yes	Direct (not needed)	Positive
112	PHILA. READING COMPANY GRAIN ELEVATOR FLAGPOLE, 1933	"	No	None
114	PHILA. READING COMPANY SQUAT BLACK WATER TANK, 1933	"	No	None
115	PHILA. WILLIAM CRAMP & SONS CO. HIGH CHIMNEY, 1925	"	No	In comp. office
116	COAL, 1925	Yes	No	None
117	CRAMPS, 1925	Yes	Sub.Sta.direct	(Not available when plot made. Not Needed)
118	FISHER POINT RANGE FRONT LIGHT, 1935	Yes	Direct	Positive.(Not needed)
119	TANK, 1925	Yes	No	None
120	DELAIR KEICKHEFER CONTAINER CO. STACK, 1933	Yes	Direct	Positive
121	FISHER POINT RANGE REAR LIGHT, 1935	Yes	Direct (Could not identify on 9 lens photos.)	Positive
123	PENSAUKEN, MERCHANTVILLE-PENSAUKEN WATER COMMISSION STANDPIPE, 1933	Yes	Direct	Positive
124	FOOT, 1933	Yes	Sub. Sta. direct (Could not identify on 9 lens photos)	Positive
125	RAIL, 1933	Yes	No	None
128	MID PET, 1925	RM 1 recovered	No	Station Lost
130	CAMDEN, R.K. CO. STACK, 1933	Yes	No	In comp. Office
130	COOPER POINT TANK (USE), 1925	Yes	Direct	Positive
131	PENN, 1925	Yes	Direct	Positive
132	PHILA. SCHMIDT BREWERY FINIAL OF DOME, 1933	No data available.		
134	VINE, 1925	No	No	Covered by pile of timber
135	CAMDEN, HIGHLAND WORSTED MILLS CHIMNEY (USE) 1925	Yes	No	None
136	PAVONIA HIGH STANDPIPE, 1925	Yes	Direct	Positive
137	CAMDEN, N.J. WATER CO. STANDPIPE, 1933	Yes	No	In comp. office
138	MERCHANTVILLE, E.S. PERKINS CO. ICE PLANT STACK, 1933	Yes	No	In comp. office
139	MERCHANTVILLE LARGER MUNICIPAL STANDPIPE, 1933	Yes	No	In comp. office

Index No.	Name of Station	Recovered	Pricked	Identification
141	MAPLE SHADE, N.J. WATER CO. STANDPIPE, 1933	Yes	No	In comp. office
142	VIC, 1933	Yes	No	None
143	CAMDEN NORTH BAPTIST CHURCH DOME, 1925	Yes	No	None
144	CAMDEN RCA VICTOR BUILDING FLAGPOLE, 1933	Yes	No	None
145	CAMDEN, 1933	Yes	No	None
145	CAMDEN COURTHOUSE BALL, 1925	Yes	Direct. (Could not identify on 9 lens photos.)	Positive
146	CAMDEN VAN SCIVER BUILDING TALLEST CUPOLA (USE) 1925	Yes	Direct	Positive
149	CAMDEN ST. PETER & PAUL CHURCH SQUARE SPIRE WITH CROSS, 1933	Yes	No	None
150	CAMDEN HIGH SCHOOL SQUARE TOWER CENTER FINIAL, 1933	Yes	No	None
151	SPRUCE, (USE) 1925	Yes	Direct	Positive
152	CAMDEN ST. JOSEPH'S CHURCH, CROSS ON GREEN DOME,1933	Yes	No	None
153	CAMDEN PUMPING STATION NO. 4 GRAY STANDPIPE, 1933	Yes	No	In comp. office
156	CAMDEN ARMSTRONG CORK CO. CHIMNEY, 1925	Yes	Direct	Positive
157	CORK (USE)1925	No.	No	Covered with coal
158	CAMDEN, MCANDREWS & FORBES LICORICE WORKS CHIMNEY (USE) 1925	Yes	No	None
159	CAMDEN CROFT'S CHIMNEY (USE) 1925	Yes	No	None
160	PHILA. WILBUR CHIMNEY (USE) 1925	Yes	Direct	Positive
161	PHILA. ST. AUGUSTUS CH. SP.1925	Yes	No	None
162	PHILA. CITY HALL WM. PENN STATUE CENTER OF CIRCULAR BASE, 1925	Yes	(No field data available)	
163	PHILA. WANAMAKER TOWER LIGHT, 1933	Yes	No	None
164	PHILA. PENN RAILROAD POWER HOUSE STACK, 1933	Yes	Direct	Positive
165	PIER No. 5, 1925	Yes	No	None
166	PHILA. CHRIST'S CHURCH CROSS (USE) 1925	Yes	Direct	Positive
167	PHILA PENN MUTUAL LIFE INSURANCE BUILDING FLAGPOLE, 1933	Yes	No	None

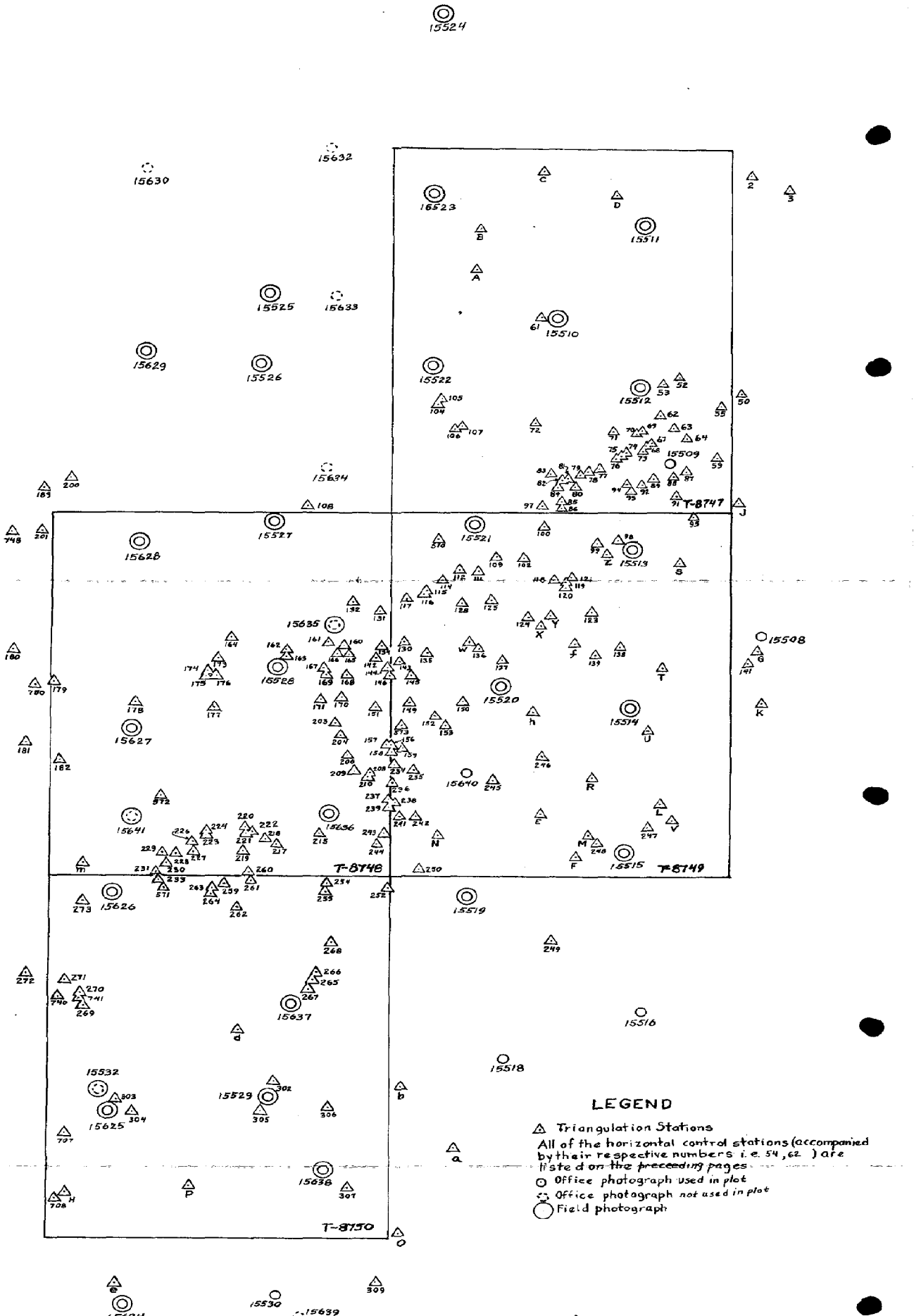
Index No.	Name of Station	Recovered	Pricked	Identification
168	DOCK (USE) 1925	Yes	Direct	Positive
169	PHILA. ST. PETER'S PROTESTANT EPISCOPAL CHURCH SPIRE,,1933	Yes	No	None
170	PIER 34 S (USE), 1925	Yes	No	None
171	PHILA. GERMAN EVANGELICAL LUTHERAN EMMANUELS CHURCH SPIRE WITH GOLD FINIAL, 1933	Yes	No	None
173	PENN, 1933	Yes	No	None
174	MUSEUM, 1933	Yes	No	None
175	PHILA. WEST TRANSMISSION TOWER, 1933	Yes	No	None
176	PHILA. EAST TRANSMISSION TOWER,,1933	Yes	No	None
177	PHILA. ELECTRIC CO. STACK, 1933	Yes	Direct	Positive
178	PHILA. FEDERAL CONTAINER CO. WATER TANK,1933	Yes	Direct	Positive
179	LONGACRE PARK ICE & HEATING CO. STACK,.1933	Yes	Direct	Positive
180	PHILA. GAS CO. GAS TANK 1933	Yes	No	In comp. office
181	DARBY SUPPLEE DAIRY CO. SILVER WATERTANK, 1933	Yes	Direct	Positive
182	PHILA. FELS NAPTHA CO. STACK, 1933	Yes	Direct	Positive
189	SISTERS OF MERCY, FINIAL, DOME,.1937	Yes	Direct	Positive
200	CYNWYD SCHOOL CHIMNEY, 1937	No	No	None
201	ST. CHARLES BARROMEO,TOWER, 1937	Yes	Direct	Positive
203	PHILA. DELAWARE SUGAR CO. CONCRETE STACK, 1933	Yes	Direct	Positive
204	PHILA. BAUGH'S CHIMNEY (USE) 1925	Yes	No	None
206	PHILA. CAMPHOR CHIMNEY (USE) 1925	Yes	Direct	Positive
208	PIER NO. 98S, 1925	Yes	No	None
209	PHILA. QUARTERMASTER TANK (USE) 1925	Yes	No	None
210	PHILA. PUBLICKER CO. SQUAT SILVER WATER TANK, 1933	Yes	No	None
215	SCOW, 1925	No	Not visited	
217	NAVY 1925	Yes	No	None
218	PHILA. NAVY YARD POWER PLANT WATER TANK, 1933	Yes	Direct	Positive
218	PHILA. NAVY YARD POWER PLANT STACK, 1933	Yes	No	In comp. office
219	CRANE, 1925	Yes	No	None

Index No.	Name of Station	Recovered	Pricked	Identification
220	PHILA. NAVY YARD NORTH RADIO TOWER (USE) 1925	Yes	No	None
221	PHILA. NAVY YARD SOUTH RADIO TOWER (USE) 1925	Yes	No	None
222	PHILA. NAVY YARD WHITE WATER TANK, 1933	Yes	No	None
223	SCHUYLKILL RIVER ENTRANCE FRONT RANGE, 1925	Yes	Direct (Could not identify on 9 lens photos)	Positive
224	SCHUYLKILL RIVER ENTRANCE REAR RANGE, 1925	Yes	Direct (Could not identify on 9 lens photos)	Positive
226	BULKHEAD (USE) 1926	No	No (Believed to still exist)	None
227	ROCK, 1926	Yes	No	None
228	WEST HORSESHOE FRONT RANGE, 1925	Yes	Direct	Positive
229	WEST HORSESHOE REAR RANGE, 1925	Yes	Direct	Positive
230	FORT MIFFLIN FLAGPOLE, 1925	Yes	No	None
231	FORT MIFFLIN GRAY WATER TANK, 1925	Yes	Direct	Positive
233	FORT, 1925	Yes	No	None
234	NEW YORK (USE) 1925	Yes	No	None
235	CAMDEN, NEW YORK SHIPBUILDING CO. WATER TANK, 1933	Yes	Direct	Positive
236	NEWTON (USE), 1925	Yes	No	None
236	NEWTON ECCENTRIC, 1933	Yes	No	None
237	T WHARF 2, 1925	Yes	No	None
238	GLOUCESTER, WLESBACK CO. WATER TANK, 1925	(No field data available)		None
238	GLOUCESTER, WELSBACK CO. STACK, 1925	Yes	Direct	Positive
239	GLOUCESTER CITY ARGO MILLS TOWER, 1925	Yes	No	None
241	GLOUCESTER, ST. MARY'S CH. SP., 1933	Yes	No	None
242	GLOUCESTER MUNICIPAL STANDPIPE, 1933	Yes	No	In comp. office
* 243	GLOUCESTER, P & J TANK (LANG PAPER CO.), 1925	Yes	Direct (Could not identify on 9 lens photos.)	Positive
244	TERMINAL, 1925	No	(Station covered but believed to exist).	
245	COLLINGSWOOD LETTERED WATER TANK, 1933	Yes	No	In comp. office
246	COLLINGSWOOD MUNICIPAL STANDPIPE, 1933	Yes	No	In comp. office
247	HADDONFIELD BLACK STANDPIPE, 1933	Yes	No	In comp. office
248	HADDON HEIGHTS N.J. WATER CO. MOST EASTERLY STANDPIPE, 1933	Yes	No	In comp. office
* 243	GLOUCESTER, LANG PAPER CO. STACK, 1933	Yes	No	In comp. office

Index No.	Name of Station	Recovered	Pricked	Identification
249	IRISH, 1933	Yes	No	None
249	RUNNEMEDE MUNICIPAL STANDPIPE, 1933	Yes	No	In comp. office
250	BROOKLAWN MUNICIPAL WATER TANK, 1933	Yes	No	In comp. office
252	WESTVILLE MUNICIPAL WATER TANK, 1933	Yes	Direct (Could not identify on 9 ens photos.)	Positive
254	EAST HORSESHOE FRONT RANGE LIGHT, 1925	Yes	Direct (Light moved - Radially plotted)	Positive
255	EAST HORSESHOE REAR RANGE LIGHT, 1925	Yes	Direct (light moved - radially plotted)	Positive
259	RED 1932	RM 2 Rec.	(Station covered 4 feet)	
260	SAND, 1934	Yes	Direct (Could not identify on 9 lens photos)	Positive
261	BELLEVUE HOTEL RM, 1933	Yes	No	None
262	NATIONAL PARK MUNICIPAL STANDPIPE, 1933	Yes	Direct	Positive
263	END, 1925	Yes	No	None
264	REVOLUTIONARY MONUMENT, 1925	Yes	Direct	Positive
265	WOODBURY, 1933	Yes	No	None
266	CENTER OF BRIDGE ON HIGHWAY 45 1933	No field data available		
267	WOODBURY COURTHOUSE CLOCK TOWER, 1933	Yes	Direct (Weak on 9 lens photos.)	Positive
268	COLONIAL MANOR WATER TANK, 1933	Yes	Direct	Positive
269	PAULSBORO, 1933	Yes	No	None
270	PAULSBORO SANDURA WILD CORP. SQUAT TANK, 1933	Yes	No	In comp.office
271	PAULSBORO MUNICIPAL WATER TANK, 1933	Yes	No	Positive
272	PAULSBORO, VACUUM OIL COMPANY NORTHERLY BRICK STACK, 1933	Yes	No	In Comp.office

Index No.	Name of Station	Recovered	Pricked	Identification
272	PAULSBORO, VACUUM OIL COMPANY EASTERLY CONCRETE STACK	Yes	Direct	Positive
273	HOG ISLAND WATER TANK, 1926	Lost	Ruins identified in comp. office	
302	GRISKIN, 1933	RM 2 Rec.	Station lost.	None
303	CLARKSBORO, EAST GREENWICH TWP. SILVER WATER TANK, 1933	Yes	Direct	Positive
304	BOCK, 1933	Yes	No	None
305	MANTUA, 1933	Yes	(Sub.Sta. (Direct	Positive
306	WENONAH MUNICIPAL STANDPIPE, 1933	Yes	Direct	Positive
307	SEWELL MUNICIPAL STANDPIPE, 1933	Yes	Direct	Positive
309	PITMAN MUNICIPAL STANDPIPE, 1933	Yes	No	In comp. office
570	PHILA. OUR LADY HELP CHURCH SPIRE WITH GOLD CROSS AND CLOCK, 1933	Yes	Direct	Positive
571	BLOCK ISLAND LIGHT, 1933	Yes	Direct	Positive
572	PHILA. GULF REFINING COMPANY SOUTHWESTERLY STACK, 1933	Yes	Direct	Positive
573	CAMDEN EAVANSON AND LEVERING CO. RED TANK, 1925	Yes	No	None
707	W-1, 1938	Yes	Direct	Positive
708	W-2, 1938	Yes	No	None
740	L-10, 1930	No field data available		
741	M-10, 1930	Yes	Direct (Could not identify on 9 lens photos.)	Positive
748	P.S. H.D.	No field data available		
750	7-W, 1938, 106	No field data available		
A	47-9	New	Sub.Sta.-Direct.	Positive
B	47-13	New	" " "	"
C	47-25	New	Direct	Positive.Radially plotted
D	47-32	New	Sub.Sta.Direct	Positive
D	BUDD, 1947	New	No	None

Index No.	Name of Station	Recovered	Pricked	Identification
E	MON. 902, 1940	Yes	Sub.Sta.Direct	Positive
F	MON. 905, 1934	Yes	" " "	Positive
G	MON. 981, 1938	Yes	" " "	Positive
H	MON. 1067 1939	Yes	Direct	Positive
J	MON 2882 1939	Yes	Direct	Positive
K	MON. 3947, 1939	Yes	Direct	Positive
L	MON. 3955, 1937	Yes	Direct	Positive. Probably MON 3956
M	MON.3961, 1940	Yes	Direct	Positive
N	MON. 4002, 1935	Yes	Direct	Positive
O	MON. 4099,1937	Yes	Direct	Positive
P	MON. 4925,1940	Yes	Direct	Positive
R	MON. 6929, 1938	Yes	Direct	Positive
S	MON. 6951 1940	Yes	Direct	Positive (Radially plotted)
T	MON. 6958 1938	Yes	Sub.Sta.Direct	Positive
U	MON. 6962 1938	Yes	Direct	Positive
V	MON.6972 1938	Yes	Sub.Sta.Direct	Positive
W	MON. 9915 1939	Yes	Direct	Positive
X	MON. 9919 1939	Yes	Direct	Positive
Y	MON. 9920 1939	Yes	Direct	Positive
Z	MON. 9925 1935	Yes	Direct	Positive
a	MON. 10000 1938	Yes	Direct	Positive
b	MON. 10034 1938	Yes	Direct	Positive
d	MON. 10045 1938	Yes	Direct	Positive
e	MON. 10058 1939	Yes	Direct	Positive
f	MON. 12966, 1940	Yes	Direct	Positive
h	MON. 12973, 1940	Yes	Direct	Positive
m	POINT G (Airport Survey Party)		Direct	In Washington office (Radially plotted).



LAYOUT SHEET for PROJECT PH-7-(46)E
SURVEYS NOS. T-8747 to T-8750

COMPILATION REPORT

MAP MANUSCRIPT - SURVEY NO.T-8750

T-8750 (Woodbury Quadrangle) is one of four topographic manuscripts in Project NO. PH-7(46)E, located along the Delaware River and Bay. These surveys are to be compiled in accordance with instructions dated 25 March 1946, 19 July 1946, and 14 June 1946, by graphic photogrammetric methods. Div. of Photogrammetry Office Files.

The compilation of this manuscript is in accordance with Photogrammetry Instructions No. 17, dated September 15, 1947.

26. CONTROL

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

27. RADIAL PLOT:

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

28. DELINEATION

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

The mean high water line and adjacent features were traced from reduction of shoreline manuscript T-8769. See this survey for shoreline features at a larger scale.

Refer to paragraph No. 28 of compilation report for Survey No. T-8769 for comment on delineation of the area at mouth of Woodbury Creek.

29. SUPPLEMENTAL DATA - Filed in Div. Photogrammetry General File.

1. Map of Borough of Brooklawn
2. Map of Woodbury New Jersey and Vicinity, 1929
3. Map of Woodbury Heights, New Jersey
4. Map of Woodbury, New Jersey, 1938
5. Map of Gloucester County, New Jersey
6. Map of Borough of Paulsboro, New Jersey
7. Reservation at Fort Mifflin, Pennsylvania, U.S.Engineers Dept. 1924.
8. Fort Mifflin, Pennsylvania, U.S.Engineers Reservation, 1938
9. Pennsylvania Railroad, Maryland Division Right of Way and Track Map, Philadelphia, Baltimore, Washington, Chester,and Philadelphia Branch. V 2.04/6, V 2.04/7, V 2.04/8 and V 2.04/9.

29. SUPPLEMENTAL DATA: (Continued)

10. Legal Boundary descriptions of Pennsylvania, New Jersey, Gloucester County, N.J., Greenwich Township, East Greenwich Township, Harrison Township, Mantua Township, West Deptford Township, Deptford Township, Washington Township, Borough of Paulsboro, Portion of Borough of Wanonah, Borough of Woodbury Heights, City of Woodbury, National Park and Borough of Westville. Div. of Photogrammetry General Files

30. MEAN HIGH WATER LINE:

Refer to descriptive report for Survey No. T-8769.

31. MEAN LOW WATER LINE:

Refer to descriptive report for Survey No. T-8769.

32. DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE:

Refer to descriptive reports for Survey No. T-8769.

33. WHARVES AND SHORELINE STRUCTURES:

Refer to descriptive report for Survey No. T-8769.

34. LANDMARKS AND AIDS TO NAVIGATION:

Refer to Radial Plot Report for Surveys Nos. T-8747 to T-8750 inclusive, submitted to the Washington Office 15 January 1948, for discussion of East Horseshoe Rear Range Light.

See form 567 attached to this report.

35. HYDROGRAPHIC CONTROL:

None shown

36. LANDING FIELDS AND AERONAUTICAL AIDS:

~~Three (3) airports and one (1)~~ Four landing fields are shown within the area of this survey and were delineated according to field identification.

Refer to copy of Stanley J. Hathorn's letter, dated 9 Oct. 1947, pertaining to Philadelphia Southwest Airport attached to this report.

37. GEOGRAPHIC NAMES

Geographic names were taken from a final name standard dated 3-16-48 furnished by the Washington Office.

A list of names is attached to this report, and approved by A.J.W. of the Geographic Names Section.

38. JUNCTIONS

The junction to the north with Survey No. T-8748 has been made and is in good agreement.

There are no contemporary surveys to the east, west, and south (project limits).

Junction to the east with U.S.G.S. Philadelphia quadrangle, scale 1:62,500, edition of 1943, was made with the use of the vertical projector and found to be in poor agreement. Since the field party did not plot any contours beyond the project limits it was not possible to compile 1/2 inch over the junction edge as called for in paragraph 76 of Photogrammetric Instruction 17 dated 15 September 1947. However, contours shown beyond neat limits were traced from U.S.G.S.Philadelphia quadrangle, scale 1:62,500, on the reverse side of the map manuscript in washable green ink for the information of the field edit party. Roads not joining were delineated from photographs 1/2 inch beyond the neat edges.

Similarly, contours were traced from U.S.G.S. Glassboro quadrangle, scale 1:62,500, to the south and from U.S.G.S. Bridgeport, N.J., Pa. quadrangle, scale 1:31,680, to the west.

39. BOUNDARIES

All boundaries in the New Jersey area with the exception of the Borough of Wenonah were delineated from the Gloucester County Map dated 15 December 1943, and the map of Woodbury, N.J. and vicinity, dated 1929. The Gloucester County Map was checked before delineation with supplementary maps of Borough of Paulsboro, Borough of Woodbury and Woodbury Heights and found to be in good agreement.

The Borough of Wenonah was delineated direct from the field inspection photograph.

The legal descriptions furnished for the New Jersey area could not be used in most cases because boundary monuments could not be located or bounds identified.

On the Pennsylvania side of the river the Philadelphia County and City, Delaware County, and Tinicum Township boundary was delineated from plans furnished the compilation office, a list of which is included in a copy of the letter attached to this report dated 9 October 1947.

The Philadelphia-Delaware County boundary shown on U.S.G.S.Philadelphia quadrangle, scale 1:62,500, does not agree with that shown on other sources of information.

Refer to paragraph No. 17 of the field report for additional discussion.

40. 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:

See paragraph No. 41 of Survey No. T-8769 for bridge discrepancies.

The last three (3) bridges shown on the list attached to T-8769 do not fall within the limits of this survey.

41. DISCREPANCY OVERLAY

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

42. VERTICAL CONTROL

Seventy three N.J.S.G.S. horizontal control stations which are also bench marks were plotted on this manuscript. Thirteen other N.J.S.G.S. bench marks have been radially plotted.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

Survey No. T-8750 has been compared in detail with the U. S. Geological Survey Philadelphia quadrangle, scale 1:62,500, edition of 1943, and found to be in fair agreement except for contours which are in general disagreement. See also paragraph No. 44 of Survey No. T-8769.

45. COMPARISON WITH NAUTICAL CHARTS

Survey No. T-8750 has been compared with Nautical Chart No. 280 scale 1:15,000, published September 1943 (13th edition) corrected to 22nd March 1948 and found to be in good agreement.

The following topographic information shown on Survey No. T-8750 is of sufficient importance to warrant immediate application to the chart:

None.

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

None.

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

Minor changes in cultural and shoreline details shown on this manuscript need no special attention.

Respectfully submitted
22 June 1948

J. C. Richter
J. C. Richter
Engineering Draftsman
Compilation and Descriptive Report

Joseph Wonacek
Photogrammetric Engineer
Photogrammetric Office Reviewer

Harry R. Rudolph
Supervisor

Approved and forwarded
20 July 1948

Officer in Charge
Baltimore Photogrammetric Office

Addenda to Descriptive Report

for

Survey No. T-8750, Project Ph-7(46).

Two skeleton steel towers 145 feet high with obstruction lights on top, located on the north shore of the Delaware River, approximately 200 and 400 meters southeast of Fort Mifflin, have been indicated on the manuscript with 2½ mm. circles, accompanied with an appropriate legend. These two towers were not recommended as either Aids to Navigation or Landmarks. They were both identified by the original field inspection as photo hydro points, numbers 4801 and 4802 respectively, and have been shown as such on shoreline manuscript, Survey No. T-8769.

see Review Report for T-8769, side heading 69 C.M.

Respectfully Submitted.
June 24, 1949

H. R. Rudolph
H. R. Rudolph
Cartographer

Approved and forwarded
28 June 1949

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

Form 567
April 1945

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, 8 July 1948

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

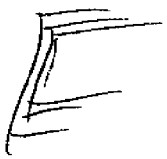
The positions given have been checked after listing by Joseph W. Vonasek

Thos. B. Reed, *Chief of Party.*

STATE NEW JERSEY

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION LATITUDE ° ′	D. M. METERS	LONGITUDE ° ′	D. P. METERS	DATUM	METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
STACK	Steel, black (150 ft. high)	Stack I.P.Thomas Son & Co	39 50	1570	75 13	1098	N.A. 1927	Rad.Plot T-8750	1946				
W.CUPOLA TALLEST BARN	(70 ft. high)	Same as charting	39 51	68	75 12	1112	"	" "	1946				

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.



Horseshoe East Range
Rear light

Form 567
April 1945

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 8 July 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 Joseph W Vonasek
Joseph W. Vonasek

Thos. B. Lead
Thos. B. Lead *Chief of Party.*

STATE NEW JERSEY

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION LATITUDE ° ′	LATITUDE D.M. METERS	LONGITUDE ° ′	LONGITUDE D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
1599	Mantua Creek Anchorage Light		39 50	1805 ✓	75 14	1196 ✓	N.A. 1927	Rad.Plot 8750	1946	x	x		280 295
	Mantua Creek Entrance East Light		39 51	388 ✓	75 13	1175 ✓	"	"	"	x	x		280 295
	Mantua Creek Entrance West Light		39 51	320 ✓	75 13	1275 ✓	"	"	"	x	x		280 295
1616	Horseshore East Range Rear Light		39 52	740 ✓	75 08	1341 ✓	"	"	"	x	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.

COPY

BOX 8924, Tacony Sta.
Phila. 35, Pa.

To: Director
U. S . Coast & Geodetic Survey
Washington 25, D. C.

9 October 1947

Subject: Phila. Co. & city - Del. Co. & Tinicum Twp.
Bdry. Line, Ph-7(46).

Photographs furnished this party for field work in quadrangle 8748 showed the above boundary incorrectly delineated on 9-lens photo.15626 in quadrangle 8750.

The boundary in question originally followed old streambeds and is very irregular. Construction of SW Airport filled in a portion of the streambeds, thus making it impossible to delineate the line completely on the field photographs.

After a discussion of the matter with Mr. A. J. Wraight, it was decided that additional information would be required to that furnished in the "Boundaries Report on Ph-7(46)" by Lowell I. Bass.

The following plans were secured from local sources and will permit office plotting of the undelineated boundary:

a. U. S. Engr. Reservation at Ft. Mifflin, Pa.-1924.
b. Edw. F. Henson Prop. 7th Survey Dist., Phila.-1938
c. Proposed Metro. Airport, 7th Survey Dist., Phila-1931
d. U.S.Naval Amm. Depot, Ft. Mifflin, Pa.-1946. (See attached form 413).

There is enough detail common to both the plans and photographs to allow easy plotting. Two monuments were recovered along the county line. They are indicated on the plans and photographs concerned, and the proper forms (see attached form 413) have been completed to allow location of the monuments by the radial plot.

The Ft. Mifflin reservation boundary seemed questionable also. Plans "a" and "d" will clarify any question the office compiler has on the two Ft. Mifflin boundaries.

SW Airport is undergoing major construction changes which will require careful checking of the airport boundary, contours, and planimetric detail at the time of field edit. Changes noted and corrected by field Edit.

Two additional copies of this letter are attached and it is therefore recommended that one copy be placed in the "Boundaries Report on Ph-7(46)" by Lowell I. Bass, and that the other copy be filled for future reference at the time of field edit.

Stanley J. Hathorn
Photogrammetrist

cc: Officer in Charge,Balto. Photo. Office.
Lt. Comdr. Riley J. Sipe

GEOGRAPHIC NAMES

- Barnsboro ✓
- Bees Branch ✓
- Big Timber Creek – too small
- Billingsport ✓
- Borough of Brooklawn ✗
- Camden County ✓
- Chestnut Branch ✓
- Clarksboro ✓
- ~~Cobbs Creek~~
- Colonial Manor ✓
- Clonmell Creek ✓
- Cool Spring ✓
- Delaware County ✓
- Delaware River ✓
- Deptford Township ✓
- East Greenwich Township ✓
- Edwards Run ✓
- Fort Mercer ✓
- Fort Mifflin ✓
- Gardenville Center ✓
- Gloucester County ✓
- Greens Wharf ✓
- Greenwich ✓
- Greenwich Township ✓
- Harrison Township ✓
- Hessian Run ✓
- Hoffmans Landing ✓
- Hog Island ✓
- Jefferson ✓
- Leonards ✓
- Little Mantua Creek ✓
- Lodge Point ✓
- Main Ditch ✓
- Mantua ✓
- Mantua Creek ✓
- Mantua Grove ✓
- Mantua Township ✓
- Matthews Branch ✓
- Mickleton ✓
- Mifflin Bar Dike ✓
- Mingo Creek ✓
- U.S. Hwy. 130
- U.S. Hwy. 322
- Borough of Paulsboro

- Crown Point Road ✓
- Monongahela Brook – ?
- Mount Royal ✓
- National Park ✓
- Nehonsey Brook ✓
- New Jersey * ✓
- New Shearon → Sharon? ✓
- North Woodbury ✓
- Ogden ✓
- Paradise ✓
- Parkers Landing ✓
- Parkville ✓
- Paulsboro ✓
- Pennsylvania * ✓
- Pennsylvania Reading Seashore Lines ✓
- Philadelphia County ✓
- Pitman Airport ✓
- Rattling Run ✓
- Red Bank ✓
- Red Bank Battle Field ✓
- Red Bridge ✓
- Sewell ✓
- Southwest Airport ✓
- South Westville ✓
- Still Run ✓
- Tatem ✓
- Thorofare ✓
- ~~Timber Park~~
- Tinicum ✓
- Tinicum Township ✓
- Verga ✓
- V.F.W.Memorial Park – ?
- Washington Point Neck ✓
- Washington Township ✓
- Wenonah ✓
- West Deptford Township ✓
- West End ✓
- Westville ✓
- White Bridge ✓
- Woodbury ✓
- Woodbury Airport ✓
- Woodbury Creek ✓
- Woodbury Heights ✓
- State Hwy. #44
- State Hwy. #45
- ~~* From field photo . No. 15532~~
- State Hwy. #47
- Thorofare ✓

* = Decis. of BGN

● = Approved name.

10-12-48

A.J.W.

FIELD EDIT REPORT
Quadrangle T-8750
N39°45' W75°07.5' / 7.5
Project Ph-7(46)
Riley J. Sipe, Chief of Party

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

46. METHODS

In field editing the map manuscript, all roads were traversed by truck. Because of the plethora of roads in the area, walking was necessary in only a few instances. The shoreline along the Delaware River was edited 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

The greatest inadequacy on the map manuscript was the large number of buildings omitted by the compiler. In all other features the compilation was well done.

Many of the questions asked by the reviewer have been answered directly on the discrepancy overlay in red ink, underlined.

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

(Westville) The Texas Company has constructed a large oil refinery at Eagle Point, N. J.. The cultural detail was added to the field edit sheet by a combination of Texas Co. plans and plane table survey.

A rather complex highway intersection at Westville, N. J. has been sketched in magnification on the border of the field edit sheet.

A number of hydraulic fill areas, along the New Jersey shore, and diked by the U.S.E.D. were cut in by planetable. The dredging area at the mouth of Woodbury Creek was sketched approximately. It is hazardous because of the dredging pipeline support pilings that have not been removed.

The urban limits of Woodbury were changed slightly to encompass two new housing developments.

Boroughs and cities in the New Jersey political subdivision system are separate entities in themselves. In other phraseology, they are not contained within a Township, but are separate subdivisions in their own right.

All township boundaries were checked and found to be correct.

The boundaries of Westville, Paulsboro, and Woodbury Heights were correctly delineated.

The boundaries of Woodbury, National Park, and Wenenah were in error and have been corrected.

Mantua and Mt. Royal are unincorporated and therefore have no established boundaries.

The name New Shearon has been changed to NEW SHARON.

All bridge discrepancies were reported to the District Engineer of the U. S. E. D. at Philadelphia.

48. VERTICAL ACCURACY TEST

No vertical accuracy test was specified for this quadrangle. Visually, the contours show good conformation to the terrain.

The map manuscript was reviewed by Mr. William H. Baum, Gloucester County Engineer for fifteen years. Highly familiar with the area, he found no errors.

Respectfully submitted
15 January 1949

John D. Weiler

John D. Weiler
Photogrammetrist

62. Comparison with Registered Topographic Surveys:

1. T-4177 (1925), Scale 1:5,000
2. T-2100 (1891), Scale 1:2,400
3. T-1854 (1888), Scale 1:9,600
4. T-1991 (1890), Scale 1:9,600
5. T-1484a(1880), Scale 1:5,000
6. T-164 (1842), Scale 1:10,000

The surveys listed above are superseded for nautical charting purposes by this map.

63. Comparison with Maps of other Agencies:

1. USE Philadelphia, Pa.-N.J., quadrangle; First Edition 1943; Scale 1:62,500.
2. Philadelphia, Pa.-N.J., quadrangle; Sheet 5963-1; First Edition (AMS1), 1943 (AMS3), 1947; Scale 1:50,000.
3. USGS Philadelphia, Pa.-N.J., Quadrangle; Edition of April, 1898; reprinted 1943 Scale 1:62,500

64. Comparison with Contemporary Hydrographic Surveys:

None

65. Comparison with Nautical Charts:

1. Nautical Chart No. 280; Scale 1:15,000; published 9-29-43; last correction 3-28-49.
2. Nautical Chart No. 295; Scale 1:40,000; published 9-30-43; last correction 4-18-49.

Additional relief features (such as small dikes or levees), and drainage are not shown on the charts. A large marsh area in the vicinity of Woodbury Creek is indicated as a body of water on Chart No. 295.

66. Adequacy of Results and Future Surveys.--This map, which was compiled in accordance with the project instructions, complies with the National Standards of Map Accuracy.

67. Detailing.--Marsh areas, a few ponds and drainage were added to the manuscript. The limits of a few marsh areas, including some drainage, were changed.

In the few instances where small dikes or levees had been indicated on the field photographs, they had been compiled as such by the compiler, but other similar areas, which had been omitted, were added during review.

68. Details Offshore from the High-Water Lines.--Several dolphins were added West of Mantua Creek, as well as in the vicinity of a large pier S of Fort Mifflin. Those in the vicinity of the large pier are noted on Nautical Chart No. 280.

69. Landmarks and Aids to Navigation:--Refer to the Review Report for T-8769 under this side heading; the information on all the items discussed under this side heading is applicable to this sheet except for Horseshoe East Range Front Light.

70 Bridges.--Refer to the Review Report for T-8769 under this side heading.

71. Control.--Refer to the Review Report for T-8769 under this side heading.

72. Boundaries.--The borough boundary of Westville along the N side of the town was changed to follow the middle of Big Timber Creek as described in the legal boundary description of the town.

It should be noted that except for the City of Woodbury, the remaining towns with corporate limits are officially designated as boroughs; they are the Boroughs of Westville, Wenonah, Woodbury Heights, and Paulsboro. And the borough limits were designated as such on the map manuscript during review.

For additional information refer to the Field Edit Report (T-8750), Side Heading 47, paragraph 8.

Reviewed by:

Charles Hanavich
Charles Hanavich

APPROVED BY:

L. V. Griffith
Chief, Review Section L.V.G.
Division of Photogrammetry

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

O. S. Reading
Chief, Div. of Photogrammetry

W. M. Scaife
Chief, Div. Coastal Surveys