

8751

Wilmington, S. C.

Diag. Cht. No. 294

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Photogrammetric-Topographic

Field No. _____ Office No. T-8751

LOCALITY

State New Jersey & Delaware

General locality Delaware River

Locality Wilmington South, Delaware

194 6-'48"

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)

8751

Form T-1

DATA RECORD

T-8751

Quadrangle (II): Wilmington South

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

Field Office:

Camden, New Jersey

Chief of Party:

E. L. Jones

Compilation Office:

Baltimore, Md.

Chief of Party:

Thos. B. Reed

Instructions dated (II III):

25 March 1946

19 July 1946

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

Completed survey received in office: *April 22, 1949*Reported to Nautical Chart Section: *April, 1949.*Reviewed: *March 10, 1950* Applied to chart No.

Date:

Redrafting Completed:

Registered: *April 14, 1950*

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): Mean sea level

Reference Station (III): NEW CASTLE, 1933

Lat.:

39° 39' 29.124" 898.2m

Long.:

75° 33' 44.056" 1050.3m

Adjusted

~~Unadjusted~~

State Plane Coordinates (VI):

N.J. STATE GRID

DEL. STATE GRID

X =

Y =

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>
15550-15552	3/21/46	1038	1:20,000	2.8' above MLW
15546-15548	3/21/46	1030	1:20,000	2.5' above MLW

Tide from (III): Actual tide observations at Philadelphia, Pa. with corrections to Oldmans Pt., N.J. to New Castle, Del.

Mean Range: 5.3'

Spring Range: 5.8'

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

Field Inspection by: See page 1 Field Inspection Report.

date: April to Sept. 1946.

Field Edit by: J. D. Weiler

date: December 6, 1948

Date of Mean High-Water Line Location (III): Same as date of photographs supplemented by field data obtained in April to Sept. 1946.

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

date: 9/17/46

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

date: 9/17/46

Control plotted by: R.E. Rudolph

date: 1/15/47

Control checked by: R. Glaser

date: 1/16/47

Radial Plot by: F.J. Tarcza and L.A. Senasack

date: 4/30 to 5/13/47

Detailed by: R.E. Rudolph

date: 10/20 to 11/14/47
11/20 to 12/5/47

Reviewed in compilation office by: * 3/22 to 3/31/48
J.W. Vonasek

* 12/15 to 2/16/48
date: 4/23/48 to 5/17/48

Elevations on ~~Photo Base Sheet~~ manuscript
checked by: J.W. Vonasek
checked

date: 5/13/48

STATISTICS (III)

Land Area (Sq. Statute Miles): 45

Shoreline (More than 200 meters to opposite shore): 23 statute miles

Shoreline (Less than 200 meters to opposite shore): 28 statute miles
(measured along centerline of stream)

Number of Recoverable Topographic Stations established: 10

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

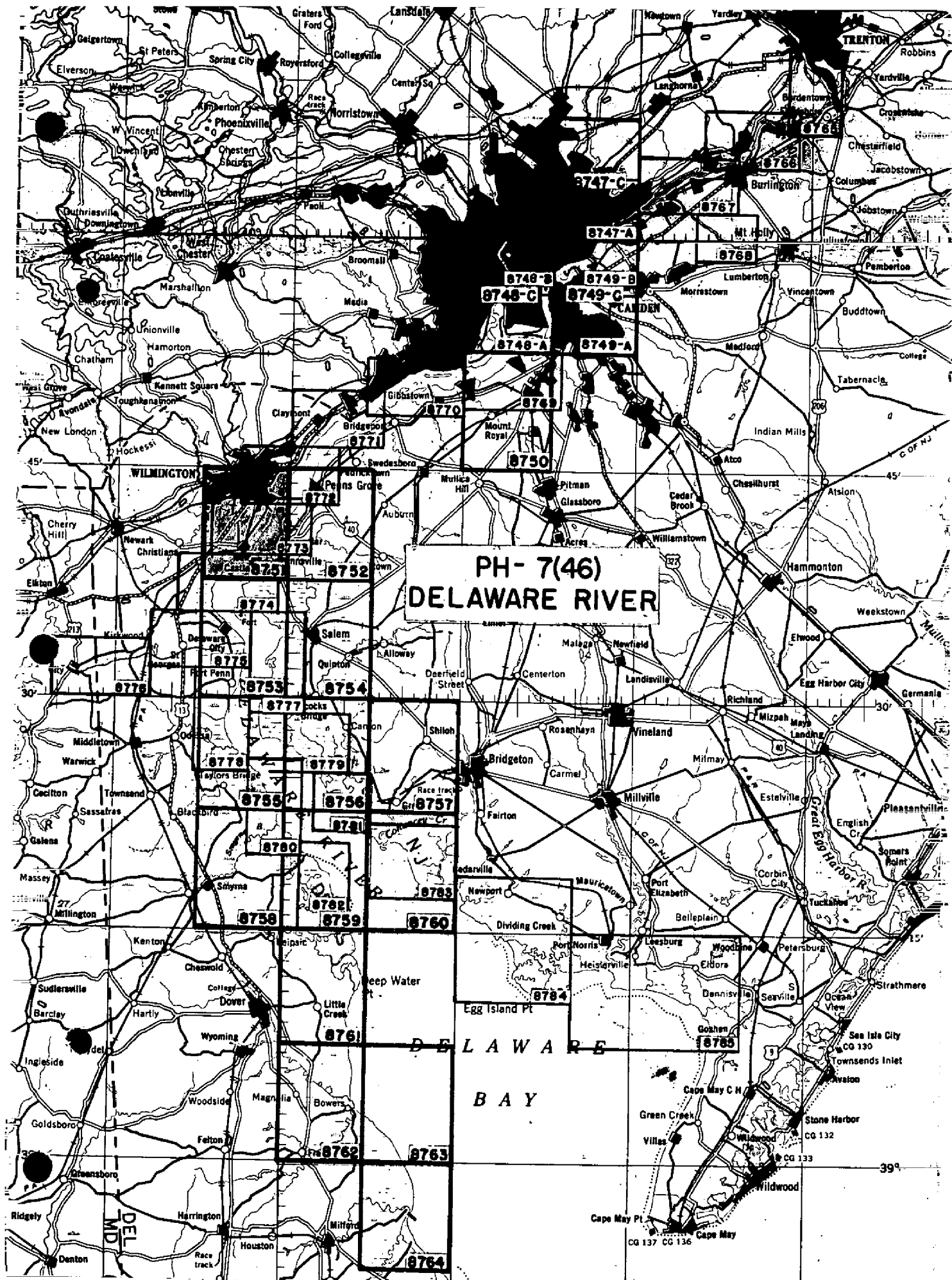
Leveling (to control contours) - miles: 83

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:

Note: 2 cards, Form No. 524, Submitted with Descriptive Report
for Survey No. T-8772
3 cards, Form No. 524, Submitted with Descriptive Report
for Survey No. T-8774.



Summary to Accompany T-8752

This map is one of a series of 18 topographic $7\frac{1}{2}$ minute quadrangles in Project Ph-7(46) extending southward along the Delaware River from Philadelphia, Pa., to Lower Delaware Bay. Detailed shoreline information along the Delaware River was furnished by a series of 24 shoreline sheets at 1:10,000 scale.

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

FIELD INSPECTION REPORT
T-8751 (39°37.5 / 75°30 / 715)
Project Ph-7 (46)
Sub-Project C
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, and Supplemental Instructions No. 1, dated 14 June 1946, except for deviations herein noted.

The field work on this quadrangle was completed by the following personnel in the areas indicated:

Name & Title	Field Work	1946 Dates	Area
William E. Clark Photo. Aid	Shoreline inspection Vertical control Horizontal recovery Fly levels Contours	7-21, Apr. 21-27, Apr 28 Apr-5 May 6-27, May 28 May-9 Sept.	Photos 15547, 15550 & 15548 (Delaware)
James E. Clark Engr. Aid	Field inspection Contouring	10-27, Sept. 11 Aug-9 Sept.	Photos 15551 & 15546 (Vicinity, New Castle, Del.)
Ben. O. Bryant Engr. Aid	Shoreline inspection	9-16, Aug.	N.J. Shore
John S. Howell Topo. Engr.	Field inspection Fly levels Contours	23 Aug-6 Sept. 14-23, Aug 23 Aug-6 Sept.	Photo 15552 (New Jersey)
Lowell I. Bass Engr. Aid	Geo. Name Report	3 Sept.-4 Oct.	Sub-division C
George E. Varnadoe Photo. Aid	Coast Pilot	15 Sept.	Project
Harland R. Cravat Photogrammetrist	Supervisor	7 Apr-31 Aug.	Del. Area
George E. Varnadoe Photo. Aid	Supervisor	9 Aug-6 Sept.	N.J. Area

1. Description of the Area:

This area is rich in historical significance. Part of the road bed of the old Frenchtown Railroad, reputed to be the oldest in America and extending from New Castle, Delaware, to Frenchtown, Md., can still be traced. The original land grant for New Castle was deeded over to the City by William Penn.

Description of the Area (cont'd)

Wilmington, Delaware, the largest city in the state, is highly industrial. Its chief products are chemicals, dyes, and steel. As a sea port it is second of importance on the Delaware River.

In the less congested parts of the quadrangle, farming is the chief occupation. In general, the farms are large and prosperous.

One of the principal ferries crossing Delaware River is located at New Castle, and connects with Pennsville, New Jersey.

2. Completeness of Field Inspection:

Field inspection is felt to be adequate and complete except in the case of the railroad yards at Wilsmer, Delaware, which are being rebuilt at the time of field work to serve the new General Motors plant now under construction.

3. Interpretation of the Photographs:

Due to the recent date of the 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 the 9 lens - 1/20,000 scale photographs; the shoreline inspection on the single lens 1/10,000 scale photographs.

4. Horizontal Control:

Fifty eight horizontal control stations were searched for or recovered. Of these, twelve were identified on the photographs, either by substitute station method, swinging arcs 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 and establishing 4th order elevations for contouring.

Approximately 83 miles of fly levels consisting of 26 lines were run by wye level methods to the nearest .01 foot. The average closure of these lines was .15 foot with a maximum closure on one line of .75 ft. None of the closures were adjusted.

6. Contours & Drainage:

Contouring was done in the field directly on 1/20,000 scale, 9-lens photographs by planetable methods. The contour interval was 10 feet. All work was done as near the center portion of the photos as possible to minimize distortion and large scale changes.

Preliminary to field work a stereoscopic examination of the photographs was made, drainage was delineated, and later relocated and drawn in the field.

A discrepancy was found with the 10 ft. contour at the junction with T-8753. The corrected contour is shown on photo. 15552.

7. Mean High Water Line:

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

The average range of tide is 5.3 feet.

8. Mean Low Water Line:

From a field investigation it was found that the photographs were taken at the time of low water. No special attempt was made in the field to identify all of the low water line.

9. Wharves and Shoreline Structures:

Adequately covered on photographs.

10. Detail Offshore from High Water Line:

Adequately covered on photographs.

11. Landmarks and Aids to Navigation:

The following are separately reported on Form 567.

1. Landmarks to be deleted
2. Recommended name change
3. Continuation of existing landmarks
4. New landmarks
5. Existing aids to navigation

Landmarks and Aids to Navigation (cont'd)

The azimuth of navigational ranges were carefully determined by two or more 3 point sextant fixes taken from a skiff held on range. It being impractical to identify a point on range on the photographs.

12. Hydrographic Control:

Six recoverable topographic stations were established, pricked on the photographs, and described on Form #524.

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

13. Landing Fields and Aeronautical Aids:

The following landing fields fall within this quadrangle:

Name-

NEW CASTLE AIR BASE, Formerly a military base but now has been turned back to New Castle County, who have leased part of facilities to TWA as a repair base, part is retained by the State Guard, and part a Veterans Hospital now being constructed.

BIGGS FIELD, privately owned by the Bellanca Aircraft Co., and used for testing and etc. The one existing aeronautical beacon was identified on photo. It's position has previously been determined by triangulation. No limits furnished by Field Edit.

One private landing field, unnamed, at Penns Beach on New Jersey side is under construction. Limits of field to be determined by field edit at a later date. No limits or site indicated by Field Edit.

14. Roads:

Classified.

15. Bridges:

All published vertical and horizontal clearances were checked in the field with a steel tape. No discrepancies were found with the U. S. Engineer's List of Bridges.

16. Buildings:

Small out buildings were not deleted on the photograph on the New Jersey side of the quadrangle.

17. Boundaries:

Boundary investigation on this quadrangle consisted of (1) searching city, county and state files for legal descriptions, and (2) field investigation.

The following legal boundary descriptions are attached to this report and should be plotted on the map manuscript:

Wilmington, Delaware
New Castle, Delaware
Newport, Delaware
Elsmere, Delaware

*These descriptions are filed
in the Division of
Photogrammetry General
Files. B*

Sections of the city boundary of Wilmington have been shown on the photograph to assist the compiler.

The following official maps are submitted with this report and should be used only as a guide and in checking the plotted legal boundary:

Wilmington City Map
New Castle County Map (Northern Section)

Maps showing the boundaries of the unincorporated towns of Pennsville, Central Park and Penns Beach, N. J. could not be obtained in the field. The division between these unincorporated towns was obtained from the official township map of Lower Penns Neck, N.J., which does not show the easterly boundary but only the separation.

It is believed that considerable field work will have to be done on boundaries during field edit. The 3 monuments referred to in legal description of Wilmington were not recovered after a special search by one party for one day. These monuments have evidently not been recovered for many years according to the City Engineer.

Several New Castle city authorities were contacted concerning the monuments mention in the legal boundary description of the city. These boundary monuments are now covered up by black top road surfacing.

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 sub-divisions by Lowell I. Bass, Engr. Aid.

19. Coast Pilot Information:

Coast Pilot Information was investigated and a special report was prepared by George E. Varnadoe, Photogrammetrist.

Submitted
2 October 1946

William E. Clark
William E. Clark,
Photogrammetric Aid

Field Review
25 September-3 October 1946

James E. Hundley
James E. Hundley,
Photogrammetric Aid

Approved
4 October 1946

Edmund L. Jones
Edmund L. Jones
Chief of Party

RADIAL PLOT REPORT

Project No. Ph-7-(46)-C

DELAWARE RIVER

Surveys Nos. T-8751 to T-8754 inclusive

1. GENERAL DESCRIPTION:

Surveys Nos. T-8751 to T-8754 inclusive (Wilmington South, Penns Grove, Delaware City, and Salem $7\frac{1}{2}$ minute quadrangles respectively) are four of ten topographic maps in project No. Ph-7-(46)-C located along the Delaware River between Wilmington, Delaware and Alloways Creek. These surveys are to be compiled in accordance with instructions dated 25 March 1946 and 19 July 1946 by graphic photogrammetric methods. The contouring will be compiled from data obtained by planetable methods.

2. LAYOUT:

The layout of the maps, horizontal ground control, and photograph centers are shown on the attached sketch.

3. PHOTOGRAPHS:

U. S. Coast and Geodetic Survey nine lens photographs, scale 1:20,000 were used in making this radial plot.

4. MANUSCRIPTS:

The map manuscripts are $7\frac{1}{2}$ minute quadrangles at scale of 1:20,000. Polyconic projections. New Jersey State Grids and Delaware State Grids (10,000 foot intervals) were ruled with the ruling machine and checked in the Washington Office.

5. CONTROL:

Fifty-two existing horizontal control stations within the area of this radial plot, and 12 existing horizontal control stations just beyond the area of this plot (not including those that fall in the area of the radial plot previously made to the south) were recovered and identified by the field party. In addition, 7 others within the area of the radial plot and one outside the area, which were recovered but not identified by the field party, were identified in the compilation office.

This plot includes 72 recovered and identified horizontal control stations and 22 photographs.

(2)

6. FIELD INSPECTION:

The field identification of the horizontal control was very good except as noted in the following paragraphs:

AUBURN, 1933. Identified by a substitute station. This substitute station appears on only two office photographs. This substitute station was identified on a single lens, scale 1:10,000 photograph and was very difficult to identify on the 9 lens, scale 1:20,000, photographs. The radially plotted position of the substitute station falls 0.7 mm southeast of its computed geographic position.

DUPONT 1933. Identified by a substitute station. The radially plotted position of the substitute station falls 0.6 mm northeast of its geographic position as computed from the field data and the list of directions included in the description of station DUPONT, 1933. However in checking through the description of station DUPONT, 1933 a discrepancy was found between the description and the list of directions included in the description. The description states that RM. No. 1 is north of the station and that RM. No. 2 is southeast of the station while the list of directions shows that RM. No. 1 is southeast of the station and RM. No. 2 is northwest of the station. The position of the substitute station was then recomputed by using the direction angle to RM. No. 1, assuming that the angles to RM. No. 1 and RM. No. 2 were reversed in the list of directions. This recomputed geographic position of the substation coincided with its radially plotted position.

PEA PATCH ISLAND DIKE, MIDDLE RIVER BEACON, SOUTH END OF DIKE, 1933. Pricked direct. Identified as non-floating aid to navigation. Radially plotted position falls 6.9 mm southwest of geographic position.

7. SUMMARY

The identification of control was very good.

The selection and identification of substitute stations was good except as mentioned in paragraph No. 6.

The distribution of control was good except in the eastern part of Survey No. T-5/52.

The number and distribution of photographs was good.

DETAILS OF RADIAL PLOTTING

8. The scale of the projection sheets was determined in the Washington Office. The radial plot was made with celluloid templates.

9. To eliminate errors due to paper distortion and transformation when preparing templates, the Washington Office furnished a calibration template on vinylite and instructions in its use were given to personnel of this office by Commander O. S. Reading. Subsequently, Photogrammetry

(3)

DETAILS OF RADIAL PLOTTING (Cont'd)

9. (cont'd)

Instructions No. 11, dated 28 February 1947 "Corrections to Radial Directions on Nine-Lens Photographs for Radial Plotting" were furnished and plotting templates were made in accordance with these instructions.

10. In order to supplement the horizontal control and also insure a good junction between this plot and the plot previously run to the south, pass points previously established on Surveys Nos. T-8755, T-8756 and T-8757 that were common to Surveys Nos. T-8753 and T-8754 were transferred to these two projection sheets.

11. All of the horizontal control including the pass points were then transferred from the projection sheets to their respective base grid sheets by carefully matching common New Jersey State Grid Lines. The base grid sheets were then joined by matching common New Jersey State Grid Lines.

12. A combined radial plot was then laid for the areas of Surveys Nos. T-8751 to T-8754 inclusive using the plotting templates previously prepared. All of the horizontal control accurately identified on the office photographs was "held to" tangentially or better except the three stations discussed under paragraph No. 6. Satisfactory results were obtained.

13. The projection sheets for Surveys Nos. T-8751 to T-8754 were then placed over the templates as laid on the base grid sheets and, after matching common New Jersey State Grid Lines, the pass points, photo (topographic) stations, and photograph centers were pricked directly on the projection sheets.

14. The positions of all pass points, photo (topographic) stations and photograph centers are within 0.5 mm of their correct geographic positions.

REMARKS

15. The identification of horizontal control and selection of substitute stations was very good.

16. Sufficient control on the map manuscripts to the south of the area of this plot was transferred to the base grid sheets to insure a good junction between these map manuscripts and those included in this plot.

Also sufficient control to the west and north of the plot (areas covered by shoreline manuscripts at scale of 1:10,000) was plotted on the projections and used in the plot to insure a good junction with the shoreline manuscripts.

(4)

Respectfully submitted
19 May 1947

Harry R. Rudolph
Harry R. Rudolph
Supervisor

Approved and Forwarded
21 May 1947

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

LIST OF HORIZONTAL CONTROL STATIONS

PROJECT No. Ph-7-(46)-C

SURVEYS NOS. T-8751 to T-8754

<u>No.</u>	<u>Name of Station</u>	<u>Method of Identification</u>
319	AUBURN, 1933	Substitute Station.
351	DEPOT, 1933	Substitute Station.
353	PEDRICKTOWN, 1933	Substitute Station
355	DELAWARE ORDNANCE DEPOT, SQUAT SILVER WATER TANK, 1933	Pricked direct in compilation office
358	MARCUS HOOK REAR RANGE LT. 1933	Pricked direct
359	EDGEMORE 2, 1933	Substitute Station
363	PENNS GROVE ST. PAULS CH. SP., 1933	Pricked direct.
364	PENNS GROVE STANDPIPE, 1933	Pricked direct in compilation office.
365	CARNEYS POINT, DUPONT POWDER CO., TALL BLACK WATER TANK, 1933	Pricked Direct.
366	CARNEYS POINT, DUPONT POWDER CO., BRICK STACK, 1933	Pricked Direct.
367	CARNEYS POINT WATER TANK, 1933	Pricked direct in compilation office
368	DEEPWATER POINT REAR RANGE LT, 1933	Pricked direct.
373	WILMINGTON, HERCULES POWDER CO., HIGH SILVER WATER TANK, 1933	Pricked direct in compilation office.
378	ROONEY, 1933	Substitute Station
382	WILMINGTON, SACRED HEART SP. 1933	Pricked direct
390	WILMINGTON, H. H. CORP. LIGHT BROWN STACK, 1933	Pricked direct
393	WILMINGTON, AMERICAN CAR & FOUNDRY N. W'LY. TWIN STACK, 1933	Pricked direct
396	BELVIEW REAR RANGE LIGHT, 1933	Pricked direct
403	WILMINGTON, DELAWARE FLOOR PRODUCTS CO., WATER TANK, 1933	Pricked direct
407	NEWPORT ARTISAN WATER CO., SQUAT SILVER WATER TANK, 1933	Pricked direct - Reidentified in compilation office.

LIST OF HORIZONTAL CONTROL STATIONS (cont'd)

<u>No.</u>	<u>Name of Station</u>	<u>Method of Identification</u>
410	NEWPORT, 1933	Substitute station
411	NEWPORT, KREBS CO. STACK, 1933	Pricked direct in compilation office
413	DELAWARE STATE HOSPITAL TALLER WATERTANK, 1933	Pricked direct in compilation office.
415	DYE, 1933	Substitute Station.
420	DEEPWATER OPERATING COMPANY TALL BLACK WATER TANK, 1933	Pricked Direct
422	NEW CASTLE MUNICIPAL STANDPIPE, 1933	Pricked Direct
426	NEW CASTLE, 1933	Substitute station
434	PENNSVILLE TRINITY M.E. CH. SP. 1933	Pricked direct
435	PEA PATCH ISLAND DIKE, UPPER RIVER BEACON, N. END OF DIKE, 1933	Pricked direct
436	PEA PATCH ISLAND DIKE, MIDDLE RIVER BEACON S. END OF DIKE FLASH GREEN, 1933	Pricked direct
436A	DIKES END (U.S.E.), 1898	Pricked direct
437	NEW CASTLE DELAWARE RAYON CO. TALL BLACK WATER TANK, 1933	Pricked direct
438	HAMBURG SEXTANT (U.S.E.) 1932	Pricked direct
439	FINNS POINT REAR RANGE LT., 1933	Pricked direct
442	FORT MOTT NAT. CEM. MONUMENT, 1933	Pricked direct
444	FINN, 1934	Substitute station. RM. No. 2, pricked direct in compilation office
445	PEA PATCH ISLAND LT., 1933	Pricked direct
445A	FORT DELAWARE (U.S.E.) 1937	Substitute station
446	SALEM RIVER REAR RANGE LT., 1933	Pricked direct
447	SALEM RIVER FRONT RANGE LT., 1933	Pricked direct
449	SALEM, 1933	Substitute Station

LIST OF HORIZONTAL CONTROL STATIONS (cont'd)

<u>No.</u>	<u>Name of Station</u>	<u>Method of Identification</u>
450	SALEM GAYNER GLASS CO. BLACK W.T., 1933	Pricked direct
451	SALEM CH. SP. WITH CROSS, 1933	Pricked direct
452	SALEM FIRST PRES. CH. SP., 1933	Pricked direct
453	SALEM MUNICIPAL BLACK STANDPIPE, 1933	Pricked direct
455	REEDY POINT, C & D. CANAL S. BREAKWATER FLASHING WHITE LIGHT, 1933	Pricked direct
457	DELAWARE CITY, C & D CANAL LIFT BRIDGE NORTH PIER, 1933	Detail points
457A	DELAWARE CITY, C & D CANAL LIFT BRIDGE SOUTH PIER, 1933	Detail points
458	FORT DUPONT BLACK WATER TANK, 1933	Pricked direct
459	DUPONT, 1933	Substitute station
460	DELAWARE CITY CH. SP. 1933 (destroyed in May 1946)	Pricked direct in compilation office
460A	DELAWARE CITY SILVER STANDPIPE, 1933	Pricked direct
462	CARROW, 1933	Substitute station
463	LISTON REAR RANGE LT., 1933	Pricked direct
464	PORT PENN, 1933	Substitute station
465	PORT PENN PRES. CH. SP. 1933	Pricked direct
466	REEDY ISLAND QUARANTINE STATION WHITE WATER TANK, 1933	Pricked direct
467	REEDY ISLAND BAKER FRONT RANGE LT., 1933	Pricked direct
468	REEDY ISLAND LIGHT, 1933	Pricked direct
471	EL SINBORO, 1933	Pricked direct
472	HANCOCKS BRIDGE, 1933	Substitute station
474	ALLOWAY CREEK, 1933	Substitute station Steel Plate Ref. A.
475	SALEM, MANNINGTON MILLS SILVER W.T. 1933	Pricked direct
476	BAKER REAR RANGE LT., 1933	Pricked direct

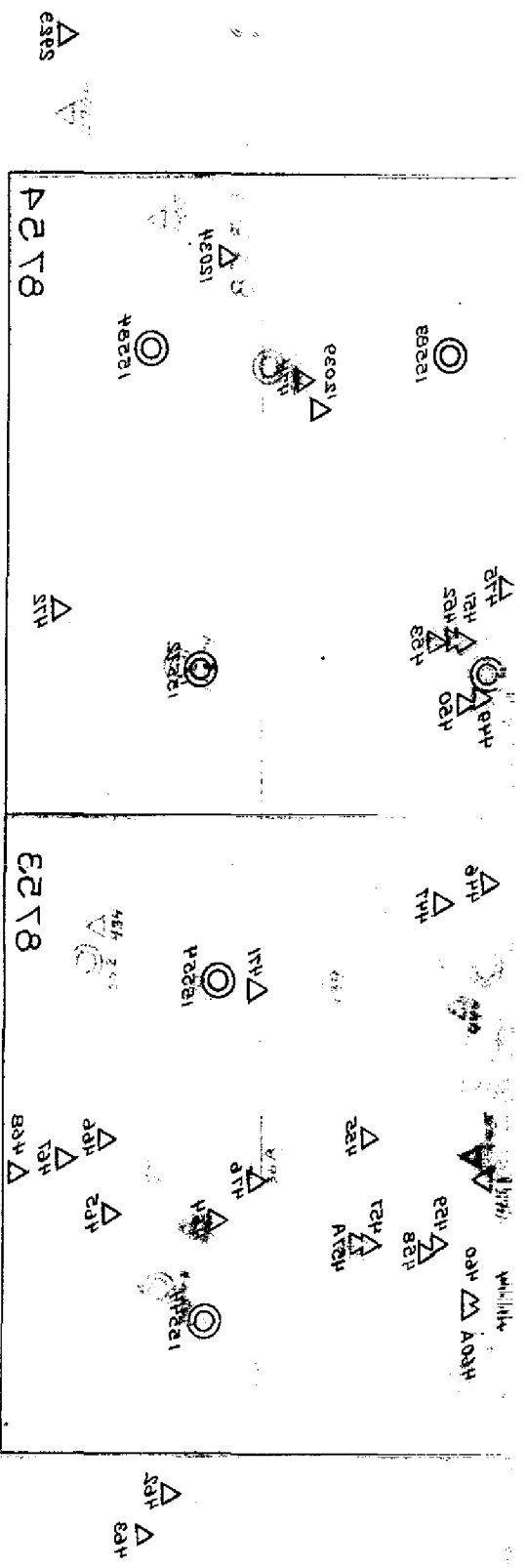
LIST OF HORIZONTAL CONTROL STATIONS (cont'd)

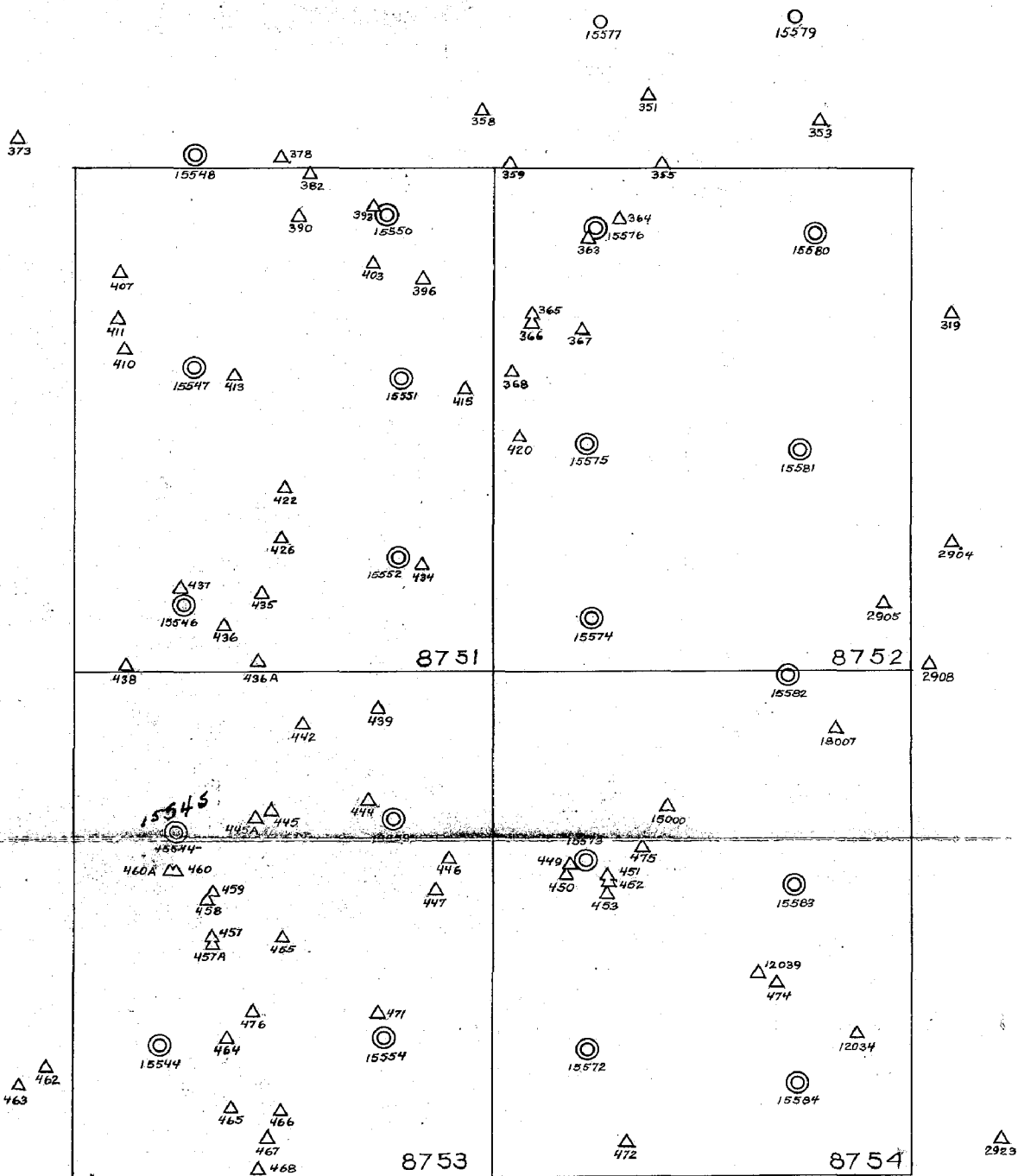
<u>No.</u>	<u>Name of Station</u>	<u>Method of Identification</u>
2904	MONUMENT NO. 2904, 1935	Substitute station
2905	" " 2905, 1935	" "
2908	" " 2908, 1935	Pricked direct
2923	" " 2923, 1935	Substitute station
12034	" " 12034, 1940	" "
12039	" " 12039, 1940	Pricked direct
15000	" " 15000, 1940	Substitute station
18007	" " 18007, 1940	" "

PROJECT NO. 14-1-48-C
 4278-T-1678-T-201 EYEVUE
 101
 HOTEL TUOYAL

Horizontal Control
 (vertical to east)
 Horizontal Control
 (vertical to west)

LEGEND





- LEGEND
- Office Photograph
 - Field Photograph
 - △ Horizontal Control (see attached list for names of Stations)

LAYOUT SKETCH
for
SURVEYS NOS. T-8751 to T-8754
Project No. Ph-7-(46)-C

MAP T-8751

PROJECT NO. PH-7(46)

SCALE OF MAP 1:20,000

SCALE FACTOR 1.0000

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR LONGITUDE OR X-COORDINATE	Y-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)
WILMINGTON, EDGE-MOOR IRON CO., SQUAT WATER TANK, 1933	G-1751 Pg. 116	N.A. 1927	39 44 44.850	75 30 17.063	Lost. See Report for T-8772		1383.2 (487.2)	
WILMINGTON, EDGE-MOOR IRON CO., STACK, 1933	G-1751 Pg. 116	"	39 44 38.829	75 30 11.179			1197.5 (652.9)	
BELLEVUE FRONT RANGE LT., 1933	G-1751 Pg. 118	"	39 44 06.931	75 30 15.612			266.2 (1162.3)	
WILMINGTON, PENNA. R.R. SHOPS TAIL BRICK STACK, 1933	G-1751 Pg. 116	"	39 44 46.502	75 31 13.954			213.8 (1636.7)	
WILMINGTON, AM.CAR & FDYR.CO.BOTTLE SHAPED STACK, 1933	G-1751 Pg. 118	"	39 44 23.82	75 32 04.20			371.8 (1057.0)	
WILMINGTON, AM.CAR FDYR. CO., NW'LY TWIN STACK, 1933	G-1751 Pg. 118	"	39 44 20.431	75 32 14.663			1434.2 (416.3)	
WILMINGTON, AM.CAR FDYR.CO., SE'LY TWIN STACK, 1933	G-1751 Pg. 118	"	39 44 20.144	75 32 14.035			332.2 (1096.3)	
WILMINGTON WILTEX BRICK STACK, 1933	G-1751 Pg. 114	"	39 45 05.505	75 32 22.368			734.6 (1115.8)	
WILMINGTON, DEL. POWER & LT. CO. RED BRICK STACK, 1933	G-1751 Pg. 115	"	39 45 00.619	75 32 29.508			100.0 (1328.6)	
WILMINGTON, DEL. POWER & LT. CO., YELLOW BRICK STACK, 1933	G-1751 Pg. 115	"	39 44 59.220	75 32 25.914			630.1 (1220.3)	
WILMINGTON, NEW CASTLE LEATHER CO. WATER TK, 1933	G-1751 Pg. 117	"	39 44 44.47"	75 32 36.83			349.1 (1079.6)	
WILMINGTON, DEL. POWER & LT. CO., WATER TK, 1933	G-1751 Pg. 115	"	39 45 00.341	75 32 22.295			621.3 (1229.2)	
							334.2 (1094.5)	
							169.8 (1680.7)	
							532.5 (895.9)	
							19.1 (1831.4)	
							702.5 (725.9)	
							1826.4 (24.1)	
							616.9 (811.5)	
							1371.5 (479.0)	
							876.9 (551.6)	
							10.5 (1839.9)	
							602.2 (826.2)	

1 FT. = 3048006 METER

COMPUTED BY: L.A. Senasack

DATE Dec. 9-11, 1946

CHECKED BY: G.O. Fellers

DATE Dec. 16-18, 1946

M 2388-12

22

MAP T. 8751 PROJECT NO. PH-7(46) SCALE OF MAP 1:20,000 SCALE FACTOR 1.0000

STATION	SOURCE OF INFORMATION (INDEX) Pg.	DATUM	LATITUDE OR U-COORDINATE LONGITUDE OR X-COORDINATE ° ' "		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD (BACK)		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)
WILMINGTON, NEW CASTLE LEATHER CO. STACK, 1933.	1751 117	N.A. 1927	39 44	43.10			1329.2	(521.3)	
WILMINGTON, MUNICIPAL BLDG, N. FLAG-POLE, 1933.	" 116	"	75 32	37.29			887.8	(540.7)	
WILMINGTON, MUNICIPAL BLDG, S. FLAG-POLE, 1933.	" 116	"	39 44	44.211			1363.5	(457.0)	
WILMINGTON, ST. MARY'S. CH. DOME, 1933.	" 117	"	75 32	47.464			1130.1	(298.4)	
WILMINGTON, GRACE M.E. CH. SP. 1933.	" 116	"	39 44	42.681			1316.3	(534.2)	
WILMINGTON, ASSOC. LAUNDRIES STACK 1933	" 117	"	75 32	48.498			1154.7	(273.8)	
WILMINGTON, H&H CORP. IT. BROWN STACK, 1933	" 116	"	39 44	20.55			633.8	(1216.7)	
WILMINGTON, AMALGAMATED LEATHER CO. BLACK WATER TK. 1933	" 114	"	75 32	40.11			955.1	(473.6)	
WILMINGTON, DEL. POWER & LT. CO. GAS PLANT STACK, 1933	" 115	"	39 44	45.911			1415.9	(434.5)	
WILMINGTON, ST. HED- WIG CH. N. Sp. 1933	" 115	"	75 33	07.845			186.9	(1241.6)	
WILMINGTON, ST. HED- WIG'S CH. S. Sp. 1933	" 115	"	39 44	25.609			789.8	(1060.7)	
WILMINGTON, BAVARIAN LUXEMBERG BREWING CO. TOWER, 1933	" 115	"	75 33	22.888			545.0	(883.6)	
			39 44	18.131			559.2	(1291.3)	
			75 33	27.778			661.4	(767.3)	
			39 44	27.073			835.0	(1015.5)	
			75 33	42.383			1009.1	(419.5)	
			39 44	10.014			308.8	(1541.6)	
			75 33	45.009			1071.8	(356.9)	
			39 44	25.136			775.2	(1075.2)	
			75 33	58.985			1404.4	(24.2)	
			39 44	24.703			761.9	(1088.6)	
			75 33	59.279			1411.5	(17.1)	
			39 44	54.536			1681.9	(168.5)	
			75 34	08.548			203.5	(1224.9)	

COMPUTED BY: L.A. Senasack DATE: Dec. 9-11, 1946 CHECKED BY: G.O. Fellers DATE: Dec. 16-18, 1946

1 FT. = 3048008 METER

M. 2388-12

23

MAP T-8751

PROJECT NO. PH-7(46)

SCALE OF MAP 1:20,000

SCALE FACTOR 1.000

STATION	SOURCE OF INFORMATION G-(INDEX) Pg.	DATUM	LATITUDE OR ν -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)	
RODNEY, 1933.	1664	N.A. 1927	39 45 04.162					128.4 (1722.1)			
	73		75 33 55.701					1326.1 (102.3)			
SUB. STA. RODNEY		"	39 45					136.8 (1713.7)			
		"	75 33					1329.0 (99.4)			
WILMINGTON, 8th ST. BAPT. CH. SP. 1933	1751 114	"	39 45 04.451					137.3 (1713.2)			
		"	75 34 07.241					172.4 (1256.0)			
NEWPORT, ARTISAN WATER CO. SQUAT SILVER WATER 1933	" 124	"	39 43 24.041					741.4 (1109.0)			
		"	75 36 32.881					783.1 (645.9)			
WILMINGTON, EASTERN MALL IRON WORKS, RED BRICK STACK, 1933	" 119	"	39 43 24.257					748.1 (1102.3)			
		"	75 32 25.947					618.0 (811.0)			
WILMINGTON, N.E. TRANSMISSION TOWER 1933	" "	"	39 43 52.098					1606.8 (243.7)			
		"	75 31 55.605					1324.2 (104.6)			
WILMINGTON, SW. TRANSMISSION TOWER, 1933	" "	"	39 43 46.890					1446.1 (404.3)			
		"	75 32 08.816					209.9 (1219.0)			
WILMINGTON, DEL. FLOOR PRODUCTS CO. WAT. TK. 1933	" "	"	39 43 34.317					1058.4 (792.1)			
		"	75 32 08.565					204.0 (1224.9)			
WILMINGTON, DEL. FLOOR PRODUCTS CO. STACK, 1933	" "	"	39 43 34.083					1051.2 (799.3)			
		"	75 32 09.340					222.4 (1206.5)			
WILMINGTON, THE PYRITES CO. N. STACK 1933.	" "	"	39 43 16.863					520.1 (1330.4)			
		"	75 39 59.290					1412.1 (16.9)			
WILMINGTON, THE PY- RITES CO. S. STACK 1933.	" 120	"	39 43 12.982					400.4 (1450.1)			
		"	75 32 01.714					40.8 (1388.2)			
WILMINGTON MARINE TERMINAL WATER TANK 1933	" "	"	39 43 06.100					188.1 (1662.3)			
		"	75 31 40.063					954.2 (474.9)			

1 FT. = 3048006 METER

COMPUTED BY: L.A. Senasack

DATE Dec. 9-11, 1946

CHECKED BY: G.O. Fellers

DATE Dec. 16-18, 1946

M-2368-12

24

MAP T. 8751

PROJECT NO. PH-7(46)

SCALE OF MAP 1:20,000

SCALE FACTOR 1.000

STATION	SOURCE OF INFORMATION (INDEX) G- Pg.	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	
			°	'	FORWARD	(BACK)		FORWARD	(BACK)	FORWARD	(BACK)
WILMINGTON, LITTLE SISTERS OF THE POOR, CUPOLA WITH CROSS, 1933	1751 113	N.A. 1927	39	45	00.328			10.1	(1840.3)		
WILMINGTON, TANNIN CORP. CONCRETE SLACK, 1933	" 120	"	75	34	27.953			665.5	(762.9)		
BELLEVUE REAR RANGE LT., 1933	" 118	"	39	42	55.428			1709.5	(141.0)		
CHRISTIANA RIVER S. ENTRANCE LT., 1933	" 122	"	75	31	42.275			1006.9	(422.2)		
CHRISTIANA RIVER N. ENTRANCE LT., 1933	" 122	"	39	43	12.702			391.7	(1458.7)		
NEWPORT, MUNICIPAL WATER TANK, 1933	" 122	"	75	31	05.633			134.2	(1294.9)		
NEWPORT, KREBS CO. STACK, 1933	" 121	"	39	43	00.304			9.3	(1841.2)		
NEWPORT, KREBS CO. SQUAT WHITE WATER TK., 1933	" 121	"	75	31	03.47			82.7	(1346.4)		
NEWPORT, AZIMUTH MARK, 1933	" 121	"	39	43	08.410			259.4	(1591.1)		
NEWPORT, 1933	" 79	"	75	30	38.443			915.6	(513.5)		
SUB. STA. NEWPORT	" 73	"	39	42	58.243			1796.3	(54.2)		
AIRWAY BN. No. 66A, 1933	" 121	"	75	36	34.528			822.4	(606.7)		
			39	42	41.144		6	1268.8	(581.6)		
			75	36	28.167			909.2	(520.0)		
			39	42	38.846			1198.0	(652.4)		
			75	36	43.211			1029.3	(399.9)		
			39	42	38.153			1176.7	(673.8)		
			75	36	32.679			778.4	(650.8)		
			39	42	14.151			436.4	(1414.8)		
			75	36	33.436			796.6	(632.8)		
			39	42				357.7	(1492.7)		
			75	36				847.8	(581.6)		
			39	42	11.206			345.6	(1504.9)		
			75	31	48.411			1152.3	(276.1)		

1 FT. = 3048006 METER
COMPUTED BY I.A. Senasack

DATE Dec. 9-11, 1946

CHECKED BY G.O. Fellers

DATE Dec. 16-18, 1946

M-2388-12

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MAP T. 8751

PROJECT NO. PH-7(46)

SCALE OF MAP 1:20,000

SCALE FACTOR 1.0000

STATION	SOURCE OF INFORMATION (INDEX) G- Pg.	DATUM	LATITUDE OR λ -COORDINATE LONGITUDE OR ϕ -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)
DELAWARE STATE HOS- PITAL, TALLER WATER TK. 1933	1751 121	N.A. 1927	39	41	56.313			1736.7	(113.7)		
DYE, 1933,	1664		75	34	38.066			906.9	(522.6)		
	73	"	39	41	41.275			1273.0	(577.5)		
			75	30	31.928			760.7	(668.9)		
SUB. STA. DYE		"	39	41				1272.9	(577.6)		
			75	30				763.0	(666.6)		
DEEPWATER, DUPONT DYE WORKS, ALCOHOL PLANT STACK, 1933	1751 121	"	39	41	38.261			1180.0	(670.4)		
			75	30	20.710			493.5	(936.1)		
DEEPWATER, DUPONT DYE WORKS, N. TWIN STACK, 1933, 1922	" 122	"	39	41	13.095			403.9	(1446.6)		
			75	30	21.854			520.8	(908.9)		
DEEPWATER, DUPONT DYE WORKS, S. TWIN STACK, 1933	" 122	"	39	41	11.768			362.9	(1487.5)		
			75	30	21.858			520.9	(908.8)		
DEEPWATER, OPERATING CO. N. MOST OF 3 STACKS, 1933	" " "	"	39	41	00.904			27.9	(1822.5)		
			75	30	32.892			783.8	(646.0)		
DEEPWATER, OPER- ATING CO. S. MOST OF 3 STACKS, 1933	" " "	"	39	40	58.711			1812.6	(37.9)		
			75	30	33.471			797.6	(632.2)		
DEEPWATER, OPERATING CO. SQUAT BLACK WATER TK., 1933	" " "	"	39	40	51.400			1585.2	(265.2)		
			75	30	31.664			754.6	(675.3)		
HARE, 1933	1664		39	40	35.034			1080.5	(770.0)		
	57	"	75	36	05.740			136.8	(1293.2)		
NEW CASTLE, MUNICI- PAL STANDPIPE, 1933	1751 123	"	39	40	13.828			426.5	(1424.0)		
			75	33	42.389			1010.3	(419.8)		
NEW CASTLE, BELLANCA AIRPORT SQUAT WATER TK., 1933	1751 123	"	39	39	38.854			1198.3	(652.1)		
			75	35	09.935			236.8	(1193.5)		

1 FT. = 3048006 METER

COMPUTED BY: H.R. Rudolph

DATE Dec. 12-13, 1946

CHECKED BY: O. Fellers

DATE Dec. 16-18, 1946

M-2988-12

26

MAP T-8751 PROJECT NO. PH-7(46) SCALE OF MAP 1:20,000 SCALE FACTOR 1.0000

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR LONGITUDE OR X-COORDINATE		DISTANCE FROM GRID OR PROJECTION LINE 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
NEW CASTLE, DEEMER STEEL CO., SQUARE STACK, 1933	1751 124	N.A. 1927	39 75	39 34	40.672 33.549		1254.4 799.7	(596.1) (630.6)	
NEW CASTLE, HEMANUEL PROTESTANT EPISCOPAL CH. SP. 1933	" 123	"	39 75	39 33	38.370 46.985		1183.4 1120.0	(667.0) (310.3)	
NEW CASTLE, MASONIC TEMPLE BELFRY, 1933	" 123	"	39 75	39 33	36.296 54.351		1119.4 1295.6	(731.0) (134.7)	
NEW CASTLE COURT-HOUSE, 1892	1923 44	"	39 75	39 33	34.932 50.306		1077.3 1199.2	(773.1) (231.1)	
NEW CASTLE (USE) 1900	1664 79	"	39 75	39 33	30.330 33.882		935.4 807.7	(915.0) (622.7)	
NEW CASTLE, 1933	1664 73	"	39 75	39 33	29.124 44.056		898.2 1050.3	(952.2) (380.1)	
SUB. STA. NEW CASTLE		"	39 75	39 33			831.9 1022.6	(1018.5) (407.8)	
BULKHEAD BAR FRONT RANGE LT., 1933	1751 124	"	39 75	39 34	18.727 23.460		577.6 559.3	(1272.9) (871.1)	
PENNSVILLE TRINITY M.E. CH.SP. 1933	" 123	"	39 75	39 31	05.934 15.282		183.0 364.3	(1667.4) (1066.2)	
PEA PATCH ID. DIKE UPPER, FL.G. 1933	" 125	"	39 75	38 34	41.82 06.75		1289.8 160.9	(560.6) (1269.7)	
NEW CASTLE, DEL. RAYON CO. TALL BL. WATER TANK, 1933	" 124	"	39 75	38 35	47.475 35.112		1464.2 837.2	(386.2) (593.4)	
NEW CASTLE, DEL. RAYON CO. N.W. STACK 1933	" "	"	39 75	38 35	47.366 34.588		1460.8 824.7	(389.6) (605.9)	

1 FT. = 3048006 METER

COMPUTED BY: H.R. Rudolph

DATE: Dec. 9-11, 1946

CHECKED BY: G.O. Fellers

DATE: Dec. 16-18, 1946

M-2388-12

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- 5 -

COMPILATION REPORT

MAP MANUSCRIPT, SURVEY NO. T-8751

T-8751 (Wilmington South Quadrangle) is one of ten topographic manuscripts in Project No. PH-7(46)C located along the Delaware River and Bay. These surveys are to be compiled in accordance with instructions dated 25 March 1946 and 19 July 1946 by graphic photogrammetric methods.

26. CONTROL

See layout of control submitted to the Washington Office 21 May 1947. A list of stations on Form No. M-2388-12 is included in this report.

27. RADIAL PLOT *Included herein.*

Refer to the radial plot report for Surveys Nos T-8751 to T-8754 inclusive, which was submitted to the Washington Office 21 May 1947.

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 reductions of shoreline manuscripts T-8772, T-8773, and T-8774. See these surveys for shoreline features at a larger scale.

One bench mark, M3, 1931, for which no description could be found, was not plotted because of density of detail in that area.

All contours were traced directly from field photographs with minor corrections being made for completion of junctions with adjoining surveys.

29. SUPPLEMENTAL DATA *Filed in the Division of Photogrammetry General Files* JB

1. Map of Wilmington, Delaware, copyright 1942.
2. Map of northern section of New Castle Co., Delaware, for the Regional Planning Commission of New Castle Co. 1945.
3. Layout plan of New Castle Army Air Base, 18 June 1945.
4. Block C-3 of New Castle Co. for the Regional Planning Commission

N
of New Castle Co. Revised to 1-1-42.

5. Baltimore and Ohio Railroad layout blueprints V.9.1 and V.9.1,
S-56 S-6

Baltimore Division, Wilsmere Yards.

-6-

29. SUPPLEMENTAL DATA (Continued)

6. Pennsylvania Railroad R/W and track map blueprints, Phila., Balto. and Wash., Maryland Division, Shellpot Branch

$\frac{V3}{32}$, $\frac{V3}{33}$, $\frac{V3}{34}$, $\frac{V3}{34a}$ and $\frac{V3}{35}$.

7. Pennsylvania Railroad R/W and track map blueprints, Phila., Balto. and Wash., Maryland Division $\frac{V3}{S.T.6}$, $\frac{V3}{7}$, $\frac{V3}{8}$, $\frac{V3}{9a}$,

$\frac{V3}{9b}$, $\frac{V3}{S.T.10}$, and $\frac{V3}{11}$.

8. Pennsylvania Railroad layout - Edgemoor Yard, scale 1" = 40'.

9. Legal boundary descriptions of New Castle County, Wilmington Hundred, New Castle Hundred, City of Wilmington, New Castle, Newport, and Elsmere.

30. MEAN HIGH WATER LINE

Refer to shoreline reports for Surveys Nos. T-8772, T-8773, and T-8774.

31. MEAN LOW WATER LINE

Refer to descriptive reports for Surveys Nos. T-8772 to T-8774, inclusive.

32. DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE

Refer to shoreline for Surveys Nos. T-8772, T-8773, and T-8774.

33. WHARVES AND SHORELINE STRUCTURES

Refer to shoreline reports for Surveys Nos. T-8772, T-8773, and T-8774.

34. LANDMARKS AND AIDS TO NAVIGATION

See Form No. 567 attached to this ^{descriptive} report. For existing landmarks recommended, landmark name changes, and landmarks to be deleted, see Form No. 567 attached to this ^{descriptive} ~~field~~ report.

Two three-point sextant fixes were taken by the field party to determine the azimuth of Deepwater Point Range. After carefully plotting and checking these fixes, it was found that the second fix did not fall on range. However, its plotted position has been shown on the manuscript.

The position of the second fix on Cherry Island Range (see Par. 34 in report for Survey No. T-8772) has also been shown on the manuscript, although it is not on range. *Revised - L.M.S.*

-7-

35. HYDROGRAPHIC CONTROL

None shown.

36. LANDING FIELDS AND AERONAUTICAL AIDS

Refer to paragraph 13 and paragraph "Aeronautical Aids" in "Notes to Compiler" in field report.

The Bellanca Airport, not mentioned in the field report, is also within the area and has been delineated on the manuscript.

37. GEOGRAPHIC NAMES

Geographic names were taken from a final name standard dated 12/18/46 furnished by the Washington Office. A list of undisputed names, and a list of disputed names are attached to this report.

38. JUNCTIONS

The junctions to the east with Survey No. T-8752 and to the south with Survey No. T-8753 have been made and are in good agreement.

There are no contemporary surveys to the north or to the west.

Junction to the north with U.S. Geological Survey, Wilmington and Vicinity Quadrangle, scale 1:31,680, edition of 1942, was made and the planimetry was found to be in good agreement. Junction of contours was not satisfactory; however, the general shape of the Wilmington Quadrangle contours agree with those on Survey No. T-8751. Since the field party did not show 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 Photogrammetry Instructions No. 17, dated 9-15-47.

Junction to the west with U.S. Geological Survey Wilmington Quadrangle scale 1:62,500, edition of 1906 (reprinted 1944) was made and found to be in poor agreement. The discrepancy overlay has been noted for the field editor to check the junction. *See item 69. Revised Report*

39. BOUNDARIES

Legal descriptions have not been furnished for any boundaries on the New Jersey side of the river in the area of this survey. These were taken directly from the field photographs. See paragraph 17 of the field report.

Legal descriptions have not been furnished for Christiana Hundred or for White Clay Creek Hundred. These boundaries have been delineated in accordance with those shown on "Wilmington Quadrangle" published by the U. S. Geological Survey.

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39. BOUNDARIES (Continued)

Other boundary lines shown on the manuscript have been taken from legal descriptions, using as a guide the northern section of New Castle County map, and Block C-3 of New Castle County.

N

Because the boundary of New Castle could not be identified on the photographs, this boundary has been taken from the northern section New Castle County map after checking with the legal description.

The two county maps disagreed on the western limits of Newport but it was found from the description that the one shown on the northern section map was more correct.

The northern and eastern boundaries of Elsmere as shown on the two county maps do not agree with the legal description published in Laws of Delaware 1909, and inasmuch as the description could not be followed on the photographs, the boundary has been delineated as shown on the county maps. A portion of the boundary near Canby Park has been made to coincide with that of the City of Wilmington.

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 clearances were found to be correct except for the following discrepancies which were not reported to the Local District Engineer:

Note:-

A list of bridge discrepancies for the month
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-8747 C.

JB 2/14/50

Miles Above Mouth	Bridge at	Field Measurements	Listed Measurements
<u>CHRISTINA RIVER</u>			
3.48	Wilmington, B. & O.R.R.	Does not appear on photograph. Apparently no longer in existence.	Swing Left span - 67.3 Right span - 66.7 Vert. Cl. MHW - 7.6
4.12	Wilmington, Pennsylvania R.R.	Right span 66.5	Right span - 62.5
4.15	Wilmington, Reading Co.	Right span 57.3 Left span 66.6	Right span - 66.5 Left span - 57.3
5.38	Wilmington, Pennsylvania R.R.	Not furnished	Horiz. Cl. 37' Vert. Cl. MHW - 2.39'
9.5	Newport, Highway	Horiz. Cl. 50'	Horiz. Cl. 49.1
<u>BRANDYWINE CREEK</u>			
1.12	8th St. Wilmington, R.R.	Not furnished	Left span 48' Vert. Cl. MHW 18.6'
1.30	Church St. Wilmington, Hwy.	Not furnished	Horiz. Cl. 40' Vert. Cl. MHW 12'
1.71	16th St. Wilmington, HWY.	Not furnished	Horiz. Cl. 40.7 Vert. Cl. Closed 10.2' Open 54'

See descriptive report for T-8772 for additional discussion.

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41. DISCREPANCY OVERLAY

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

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

Survey No. T-8751 has been compared in detail with the U. S. Geological Survey Wilmington 15 minute Quadrangle, scale 1:62,500, edition of 1906, and found to be in generally fair agreement. It was also compared with U. S. Geological Survey Wilmington and Vicinity 7½ minute quadrangle scale 1:31,680, edition of 1942, and found to be in fair agreement.

45. COMPARISON WITH NAUTICAL CHARTS

Survey No. T-8751 has been compared with Nautical Chart No. 294 scale 1:40,000, Common areas were found to be in good agreement.

The following topographic information shown on T-8751 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 will be completed by the hydrographic party.

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

-12-

Respectfully submitted
1 April 1948

Ruth E. Rudolph
Engineering Draftsman

Compilation and Descriptive Report.

Joseph W. Vonack
Photogrammetric Engineer
Photogrammetric Office Reviewer

Harry R. Rudolph
Supervisor

Approved and forwarded
25 May 1948

Thos. B. Baird
Officer in Charge
Baltimore Photogrammetric Office

FIELD EDIT REPORT
 Quadrangle T-8751
 39°37.5' - 75°30' / 7.5'
 Project Ph-7(46)C
 Riley J. Sipe, Chief of Party

Field edit of this quadrangle was completed during December 1948 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.

All data added to the map manuscript were either plotted from topographic features visible on the aerial photographs, or cut in by planetable methods.

Because of the complexity of the sheet, many questions were answered directly on the discrepancy overlay. Spot elevations requested on the discrepancy overlay were obtained on the aerial photographs, since it was found that some contour revision was necessary. Field edit notes on the discrepancy overlay are in purple ink. Field edit spot elevations and contour corrections on the aerial photographs are in red ink. Map manuscript additions are in red ink, deletions in green ink; and the vertical accuracy test in blue ink. Geographic name information is shown in purple ink on the geographic name sheet.

47. ADEQUACY OF THE MAP MANUSCRIPT

The map manuscript was basically adequate and correct in cultural detail, except for changes made since the date of the original field inspection.

The following items shown on the field edit sheet are clarified for the benefit of the compiler:

Airway Beacon No. 66A, 1933; Christina River South Entrance Light, 1933; Pea Patch Island Dike, Middle River Beacon, 1933 have been destroyed. Forms 526 are submitted.

The radio tower for station WDSP was not shown on the map manuscript. It has been identified on photograph 15547. Forms 524 and 567 are submitted.

Points on range have been identified on the field edit sheet for Deepwater Point Upper Channel Range, and Deepwater Point Lower Channel Range. To do this, the Deepwater Electric Company constructed 30 foot signals over the front range lights for the field edit party.

New Castle "Bredt" Brick Stack, 1933 is intact and should be retained as a landmark.

An elevated silver water tank at Clearview Manor, Delaware has been added to the map manuscript. Form 524 is submitted.

Buildings of the General Motors Assembly Plant and the Veterans Administration Hospital at Elsmere have been cut in by planetable.

The location of the Delaware Memorial Bridge has been shown. As yet, construction is in the embryonic stage. Completion is expected in about three years. Attention is called to the submerged telephone cable in approximately the same location. It was overlooked by the original survey party.

Quite a few of the public buildings in the city of Wilmington were incorrectly located. Appropriate notations for their correction have been made.

48. VERTICAL ACCURACY TEST AND CONTOURING

A vertical accuracy test was run in the area specified by the reviewer. It is shown on the map manuscript in blue ink.

Approximately 60 random elevations were established. In a few instances, contours were displaced more than a full contour interval. These contours have been resketched. Errors resulted from two interdependent factors. The original contour party did not give enough attention to details, and did not establish enough elevations to adequately control contours in the type of terrain covered.

The additional spot elevations requested by the reviewer have been plotted on the photographs. In almost every instance it was necessary to revise the contouring in these areas. With the revisions that have been made, the contouring now falls within the prescribed limits of accuracy.

49. BOUNDARIES AND GEOGRAPHIC NAMES

The section of the Newport, Delaware boundary questioned on the discrepancy overlay follows the west side of State Highway No. 41.

The section of the New Castle, Delaware boundary questioned, follows the low water mark of the Delaware River. This section of the boundary is unsurveyed. It is recommended that it be shown along the delineated low water mark on the map manuscript.

There are no incorporated villages on the New Jersey side of the Delaware River within the limits of the quadrangle. The reviewer requests the boundaries of a few unincorporated villages. Unincorporated villages do not have defined boundaries,

-3-

nor do any such boundaries appear on completed quadrangle maps. It is recommended that the sections of boundaries delineated on the map manuscript be deleted. The fact that these villages were unincorporated and did not have any defined boundaries was verified by the Penns Neck Town Clerk and Tax Collector at Pennsville, N. J..

Attention is called to the new name, BRANDRIFF BEACH, located northeast of Pennsville, N. J..

The community of Homestead has been entirely removed to allow for the construction of the General Motors Assembly Plant. The name should be deleted.

~~The~~ The New Castle Airport should be correctly named NEW CASTLE COUNTY AIRPORT.

The reviewer discusses the feasibility of deleting quite a few of the subdivision names from the map manuscript. This was discussed with a number of public officials, engineers, and laymen. They were all of a consensus that the names should be retained on the map. The opinion propounded was that this feature was the most important to the average individual using the published map. All of the names shown on the map manuscript are widely known and used, and are not merely "contractor's advertisements". The field editor shares the opinion that all names should be retained as shown.

Additional geographic name discrepancies have been solved directly on the Geographic Name Discrepancy Print in purple ink.

50. BRIDGE CLEARANCES

It was noted that, on adjacent photographs, the original field party had made conflicting notes relative to a few bridge measurements. Because of this, all bridges within the quadrangle were remeasured, subsequently disclosing that a great number of the original measurements were evidently copied from the U.S.E.D. Bridge Book, rather than actually measured in the field.

The map manuscript was reviewed by Mr. A. M. Munn of Newport, Delaware. Mr. Munn has practised engineering and land surveying in the area for 24 years. He found no errors.

Submitted
6 December 1948

John D. Weiler

John D. Weiler
Photogrammetrist

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY~~NON-FLOATING~~ ^{NEW} LANDMARKS FOR CHARTSTO BE CHARTED
~~TO BE EXCLUDED~~

STRIKE OUT ONE

Salem, New Jersey

22 July 1946

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

B. O. Bryant, Sr. Photo. Aid
B. O. Bryant
 Chief of Party

Chief of Party

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION		METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	CHARTS AFFECTED		
				LATITUDE	LONGITUDE			HARBOR CHART	INSHORE CHART	OFFSHORE CHART
				D. M. METERS	D. P. METERS	D. P. METERS				
NEW JERSEY & DELAWARE	TANK *	(Elev) Silver, water (133' high)	NECK	39 40.8	75 30.8	NA	1927		x	294
	STACK *	Red Brick (110' high)	ETCO	39 41.8	75 30.3	NA	1927		x	294
	TANK	(Elev) Steel (100 ft. high)	New Castle Delaware Rayon Co. Tall Silver W.T.	39 39	1464.2 75 35	NA	1927		x	294
	TANK	(Elev) Aluminum (125 ft. high)	Wilmington Delaware Floor Product Co. W.T.	39 43	1051.2 75 32	NA	1927		x	294
	TANK *	(Elev) Aluminum (125 ft. high)	COLL	39 42.0	75 32.5	NA	1927		x	294

* For new positions for these landmarks see Form 567 submitted May 13, 1948, a copy of which is included herein

NEW LANDMARKS RECOMMENDED

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 SEANDBARNS FOR CHARTS

TO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

21 July 1946

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

The positions given have been checked after listing by

*Paul C. Boyard**E. L. Jones*
Chief of Party

Chief of Party

CHARTING NAME	STATE	DESCRIPTION	SIGNAL NAME	POSITION			METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	CHARTS AFFECTED		
				LATITUDE	LONGITUDE	DATUM			HARBOR CHART	INSHORE CHART	OFFSHORE CHART
# 1560 Deepwater Point Range Front #1560	New Jersey			39 41.2	75 30.6	NA 1927 T-8751	NA 3rd. Plot	1946	X	X	294
# 1713 " " Upper Channel				39 40.9	75 30.6	NA 1927 T-8751	NA 3rd. Plot	1946	X	X	294
Range Front # 1713											
# 1714 Deepwater Point Lower Channel				39 40.8	75 30.6	NA 1927 T-8751	NA 3rd. Plot	1946	X	X	294
Range Rear # 1714											
# 1711 Deepwater Point Lower Channel				39 40.8	75 30.6	NA 1927 T-8751	NA 3rd. Plot	1946	X	X	294
Range Front # 1711											
# 1712 Deepwater Point Lower Channel				39 40.9	75 30.5	NA 1927 T-8751	NA 3rd. Plot	1946	X	X	294
Range Rear # 1712											
# 1561 Deepwater Point Range Rear				39 41	75 29	NA 1927 T-8752	NA 3rd. Plot	1933	X	X	294

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

EXISTING

NONFLUATING LANDMARKS FOR CHARTS

TO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

Camden, New Jersey 3 October 1946

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

William E. Clark, photo. Aid
William E. Clark
Chief of Party

The positions given have been checked after listing by

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION			METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	CHARTS AFFECTED		
				LATITUDE	LONGITUDE	DATUM			HARBOR CHART	INSHORE CHART	OFFSHORE CHART
DELAWARE & NEW JERSEY				0 1	D. M. METERS						
				39 39	75 35	1927					
TANK	(Elev) Steel Water Tank (100' high)	New Castle, Delaware Airport W.T.		39 39	1198.3	75 35	236.9	1927	NA	Tri. T-8751	1933 x 294
TOWER	Skeleton Steel (60' high)	Hamburg Sextant U.S.E.		39 37	1245.6	75 36	664.2	1927	NA	Tri. T-8751	1933 x 294
SPIRE	Spire White, (100' high)	New Castle Eman. Prot. Episc. Ch. Spire		39 39	1183.4	75 33	1120.0	1927	NA	Tri. T-8751	1933 x 294
TANK	(Elev.) Steel (100' high)	Deepwater Operating Co., W.T.		39 40	1385.2	75 30	754.6	1927	NA	Tri. 8751	1933 x 294
STACK	Brick (100' high)	Deepwater Export Dye works, Alcoa. Co. plant.		39 41	1130.0	75 30	493.5	1927	NA	Tri. 8751	1933 x 294

EXISTING CHARTED LANDMARKS RECOMMENDED

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfluating 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.

*RECOMMENDED NAMES FOR EXISTING
NON-LOCAL ROADSOOR

TO BE CHARTED
TO BE DELETED

STRIKE OUT ONE

Camden, New Jersey:

3 October 1946

I recommend that the following objects which have ~~X-107-608X~~^{been inspected from seaward} ~~William E. Clark Photo Aid~~ ^{to determine their value as landmarks, be} charted on ~~X-107-608A~~ the charts indicated.

William E. Clark Photo. Aid

Deputy Chief of Party

STATE		DELAWARE & NEW JERSEY		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	D. P. METERS	D. M. METERS	D. P. METERS	D. M. METERS	D. P. METERS	D. M. METERS	D. P. METERS	D. M. METERS	D. P. METERS	D. M. METERS	D. P. METERS	D. M. METERS
CLY																	
*STACK	Brick (130' high)	Wilmington Edgemoor Iron Co. Stack	39 44	1197.5	75 30	266.2	1927	NA	Tri.	1933	x	294					
STACKS																	
*TWINSTACKS	Red Brick (150' high)	Deepwater Dupont Dye Wks. N.S. Twin Stacks	39 41	403.9	75 30	520.8	1927	NA	Tri.	1933	x	294					
CHY																	
*STACK	Red Brick (115' high)	New Castle Bredt Stack	39 40	419.0	75 33	512.8	1927	NA	"	1933	x	294					
WATER TOWER																	
*STANDPIPE	Steel 15 dia. (120' high)	New Castle Standpipe	39 40	426.5	75 33	1010.3	1927	NA	"	1933	x	294					
MASONIC TEMPLE																	
*BELLERY	Steel Finial (125' high)	New Castle Masonic Hall Belfry	39 39	1119.4	75 33	1295.6	1927	NA	"	1933	x	294					
* Recommended Names for existing charted landmarks																	
LANDMARK NAME CHANGES RECOMMENDED																	

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *unfloating 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.

~~XXXXXXXXXXXXXXXXXXXX~~
~~XXXXXXXXXXXXXXXXXXXX~~

STRIKE OUT ONE

NON-FLOATING AIDS FOR CHARTS

Camden, New Jersey

3 October -- 1945

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

William E. Clark, Photo. Aid
-----•

The positions given have been checked after listing by

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 headings should be given.

NEW POSITION

TO BE CHARTED
~~TO BE PREPARED~~

STRIKE OUT ONE

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

Baltimore, id.

1948

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

The positions given have been checked after listing by

Joseph J. Vasek

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, Md.

10 May

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 A. Vonasek

Chief of Party
Thos. E. Reed.

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						
			° ' " D. M. METERS	° ' " D. P. METERS							
1551	New Castle Range Front		39 58 99E	75 35 107	1927	1-8751	1946	X			294
1552	New Castle Range Rear		39 58 105E	75 35 107	"	"	1946	X			294
1555	BOLZHEAD BAY RANGE REAR		39 51 1201	75 34 407	"	"	"	X			"
1559	PINE POINT JETTY		39 57 1057	75 34 450	"	"	"	X			"
1560	DEEP WATER LIGHT RANGE FRONT		39 41 333	75 30 303	"	"	"	X			"
1711	DEEP WATER LIGHT LOWER CHANNEL RANGE FRONT		39 40 1528	75 30 922	"	"	"	X			"
1712	DEEP WATER LIGHT LOWER CHANNEL RANGE REAR		39 40 1655	75 30 720	"	"	"	X			"
1713	DEEP WATER LIGHT UPPER CHANNEL RANGE FRONT		39 40 1590	75 30 911	"	"	"	X			"
1714	DEEP WATER LIGHT UPPER CHANNEL RANGE REAR		39 40 1437	75 30 778	"	"	"	X			294, 295
1715	CHRISTINA RIVER RANGE FRONT		39 43 603	75 31 1332	"	"	"	X			294, 295
1716	CHRISTINA RIVER RANGE REAR		39 43 763	75 32 1339	"	"	"	X			294

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-LOADING AIDS FOR CHARTS

**TO BE CHARTED
TO BE DELETED**

STRIKE OUT ONE

Baltimore, Md. May 1948

I recommend that the following objects which have ~~(been)~~ 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

Joseph J. Vonasek

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STATE	DATE AND TIME		DESCRIPTION	SIGNAL NAME	POSITION			METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	CHARTS AFFECTED		
	CHARTING NAME				LATITUDE	LONGITUDE	DATUM			HARBOR CHART	INSHORE CHART	OFFSHORE CHART
TARK	(Elev.) Silver, water (150' high)	NECK	05 39	1790	75 30	1072	N.A.	T-8751	1946	X		294
TARK	red brick (110' high)	WTO	05 41	1.50	75 30	292	"	"	1946	X		294
TARK	(Elev.) aluminum (125' high)	COLL	09 41	875	75 32	053	"	"	1946	X		294

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

STRIKE OUT ONE

TO BE DELETED

New Castle, Delaware

Feb. 17

1950

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 L. Martin Gazdik

S. V. Griggs

S. V. Griffith

[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

STRIKE OUT ONE

~~New Castle, Delaware~~

Feb. 17 1950

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 L. Martin Gazik

S. V. Gifford

S. V Griffith	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.

T-875

GEOGRAPHIC NAMES

- Army Creek ✓
- Ashley ✓
- Avalon ✓
- Baltimore and Ohio ✓
- Bancroft Parkway ✓
- Bank Tower ✓
- Basin Road ✓
- ~~Bellemoor~~ Bellemoor ✓
- Bellanca Airport ✓
- Belvedere ✓
- Beth Emeth Cemetery ✓
- Biggs Airport ✓
- Boxwood ✓
- Boxwood Addition (omitted)
- Boxwood Road ✓
- Brack Extension (omitted)
- Brandywine Hundred ✓
- Brookland Terrace ✓
- Canby Park ✓
- Cedar Heights ✓
- Cedar Point ✓
- Central Park ✓
- Cherry Lane ✓
- Cherry Island ✓
- Chestnut Run ✓
- Christiana Hundred ✓
- Christiana Acres ✓
- Christiana Avenue ✓
- Christina River ✓
- Church Landing ✓
- Churchtown ✓
- Clayton Street ✓
- Clearview Manor ✓
- Cleland Heights ✓
- Collins Park ✓
- Colonial Heights ✓
- Colonial Park - left off
- Colony Hills ✓
- Colored Girls Industrial School ✓
- Cooling Terrace ✓
- Deemers Beach ✓
- Deepwater Point ✓
- Delaware ✓
- Delaware River ✓
- Delaware State Hospital ✓
- Dobbinsville ✓
- DuPont Road - Boulevard ✓
- Duross Heights ✓
- Eden Park ✓
- Eden Park Gardens ✓
- Edgemoor Yard ✓
- Elliotts Addition Fredericks (omitted)
- Elmhurst ✓
- Elsmere ✓
- Farnhurst ✓
- Faulkland Road ✓
- Fern Hook ✓
- Ferris Industrial School ✓
- Ferris School Road ✓
- Fingerboard Road - left off
- Flinnview ✓
- Forest Brook Glen - left off
- Forest Park ✓
- Franklin Street ✓
- Fredericks Properties (omitted)
- Gambles Gut - ✓
- Gettz Properties (omitted)
- Glynrich ✓
- Gracelawn Memorial Park ✓
- Hamburg Road ✓
- Hamilton Park ✓
- Hares Corner ✓
- Hares Corner to Christiana Road ✓
- Hay Road ✓
- Haydon Park ✓
- Hazeldell ✓
- Hog Swamp Road ✓
- Holloway Terrace ✓
- ~~Homestead~~
- Hopemense Creek ✓
- Idela ✓
- Kelly Point ✓
- Keystone ✓
- Kiamensi Road - ?
- Killcohook Migratory Bird ✓
Refuge
- Latimer Estates (omitted)
- Lamsons Lane ✓

-2-

T-8751

- Lancaster Avenue ✓
- Lancaster Village ✓
- Landers Lane ✓
- Landlith ✓
- Liberty ✓
- Lincoln Park ✓
- Lobdell Canal ✓
- Lower Penns Neck Township ✓
- Lyndalia ✓
- Lynford ✓
- Mahoneyville ✓
- Market Street ✓
- Maryland Avenue ✓
- Masonicville ✓
- Middleborough Road ✓
- Midvale ✓
- Miles Creek ✓
- Millside ✓
- Minquadaie ✓
- Moores Lane ✓
- New Castle* ✓
- New Castle Hundred *county*
- New Castle Airport *see Bollinger Airport (GFC)*
- New Castle Avenue ✓
- New Castle County ✓
- ~~New Castle County Warehouse~~
- ~~New Castle Cutoff~~
- ~~* New Castle Flats~~
- New Jersey* ✓
- New Road ✓
- Newport ✓
- Newport Heights ✓
- Newport Marsh ✓
- Nonesuch Creek ✓
- ~~Northeast Boulevard~~
- Penns Beach ✓
- Pennsville ✓
- Pennsylvania Railroad ✓
- ~~Pennsylvania Station~~
- ~~Philadelphia and Reading (Wilmington, Div.)~~
- ~~Philadelphia, Baltimore, and Washington (Delaware Div.)~~
- ~~Philadelphia, Baltimore, and Washington (Maryland Div.)~~
- Pigeon Point ✓
- Pleasant Hills ✓
- Pleasantville ✓
- Plymouth ✓
- Prices Corner ✓
- Ragan Tower ✓
- Richardson Park ✓
- Riverview Beach ✓
- Rogers Corners ✓

- Rogers Manor ✓
- Rose Hill ✓
- Roselle Terrace ✓
- Salem Canal ✓
- Salem County ✓
- School Lane ✓
- Shellpot Creek ✓
- ~~Shellpot Cutoff~~
- Silverbrook Cemetery ✓
- Silview ✓
- State Road ✓ - community
- Stonebank Creek ✓
- Stonehurst ✓
- Stony Crest ✓
- Southwest Park ✓
- Swanwyck ✓
- Taggart Properties (omitted)
- The Causeway ✓
- Travis Cove - ?
- Tuxedo Park ✓
- Union Street ✓
- Upper Penns Neck Township ✓
- Veterans Administration Hospital ✓
- West Yard ✓
- White Clay Creek ✓
- White Clay Creek Hundred
- Wilmington ✓
- Wilmington Hundred
- Wilmington and Christiana Road ○
- Wilmington Manor ✓
- Wilmington Marine Terminal ✓
- Wilsmere Yards ✓
- Woodcrest ✓
- Woodland Homes (omitted)
- Woodward Addition (omitted)

~~* Not shown on manuscript because feature is not visible on the photographs.~~

T-8751

GEOGRAPHIC NAMES

(Disputed)

Wilmington Quad. 1:31,680

• # Landenberg Junction

~~• Brandywine Creek~~

~~Dupont Avenue~~

~~• Little Mill Creek~~ →

~~• Shown on manuscript~~

Wilmington Quad. 1:62,500

~~West Junction~~

• Brandywine River ✓

~~• Dupont Boulevard~~ ✓

• Mill Creek ✓

T-8751

The following street and road names shown on the manuscript have been furnished on the field inspection photographs but do not appear on the geographic name standards furnished by the Washington Office:

NEW JERSEY

- Atlantic Road 0 ✓
- Broadway ✓
- ~~Church Landing Road~~
- ~~East Pittsfield Street~~
- Eaton Road ✓
- Fort Mott Road ✓
- Harvard Road
- Kansas Road
- ~~Maloney Road~~
- Riviera Drive ✓
- Tufts Road
- 7th Street

NEW CASTLE

- ~~Buttonwood Road~~
- Harmony Street 0
- Pearl Street 0
- Strand Street 0
- 7th Street 0

Addenda to Geographic Names

Survey No. T-8751

- Absalom and Jones School
- Bethel Church Cemetery ✓
- Brandriff Beach ✓
- Buttonwood M. E. Church ✓
- Buttonwood Road ○
- Buttonwood School ✓
- Church Landing Road ○
- Churchmans Road ✓
- Clayton Park ✓
- Delamore Park ✓
- Delaware State Rifle Range ✓
- DuPont Dye and Chemical Works ○
- East Pittsfield Street ○
- Farnhurst Postoffice ○
- Governor Printz Blvd. ✓
- Hendrick J. Krebs School ✓
- Henry C. Conrad High School ✓
- Magazine Ditch ✓
- Mahoney Road ○
- New Castle Pennsville Ferry ○
- Penna. Reading Seashore Lines ✓
- Penns Neck ○
- Pennsville Elementary School ○
- Reading Railway System ✓
- Richardson Park School ○
- Rose Hill School ○
- Simpson M. E. Cemetery } - ?
- Simpson M. E. Church } - ?
- St. George Protestant Episcopal Church ✓
- St. James Episcopal Church Cemetery ✓
- State Police Headquarters Station ○
- William Penn High School ✓
- Woodcrest Catholic Church ○

• N. J. 44

• U.S. 40 + 130

• U.S. 40

• U.S. 13

• Del. 273

• Del. 41

x = Decis. BGN

• = Approved name

1 - 30-50

a-j.w.

Review Report T-8751
Topographic Map
March 10, 1950

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

T-8772	1:10,000	1949
T-8773	1:10,000	1949
T-8774	1:10,000	1949

62. Comparison with Registered Topographic Surveys:

T-1507a, b	1: 5,000	1881
T-1509a, b	1: 5,000	1881
T-1505a	1: 5,000,	1882
T-1505b	1:10,000	1882
T-1511a	1: 5,000	1881
T-1511b	1:10,000	1882
T-138	1:10,000	1841
T-156	1:10,000	1843

T-8751 supersedes the above listed surveys for nautical charting purposes.

63. Comparison with Maps of Other Agencies:-

Wilmington & Vicinity, Del. 1:31,680 1942 U.S.G.S.
Wilmington, Del.-N.J. 1:62,500 1944 Reprint U.S.G.S.

64. Comparison with Contemporary Hydrographic Surveys: None

65. Comparison with Nautical Charts:

Chart 294	1:40,000	April, 1949
Chart 295	1:40,000	June, 1948

66. Adequacy of Manuscript;-This compilation complies with the National Standards of Map Accuracy.

67. Navigational Ranges and Range Lights;-For a detailed discussion of these items see the Descriptive Reports for the shoreline surveys T-8772, T-8773 and T-8774.

68. Boundaries:

(a) None of the towns on the New Jersey side have corporate limits that could be delineated.

(b) The northeastern boundary of the City of Wilmington (also Wilmington Hundred) once ran in a straight line from the railroad yards to a monument on the "present westerly bank" of the Delaware River and then due east across

Page 2.
T-8751

the Delaware River to the MLW line on the New Jersey shore.

This monument has not been recovered but is represented by the jog in the boundary considerably inland, due to the fact that the shoreline has been moved by marsh-land reclamation and fill operations.

(c) The New Jersey-Delaware Boundary along the MLW line on the New Jersey shore was ^{determined} ~~decided~~ by the U. S. Supreme Court in 291 U.S. 361 (1934). A decree handed down in the same case on June 3, 1935 included a composite of USC.&G.S. Charts 294(1933), 295(1933) and 1218(1932) in which the boundary was indicated more specifically.

Despite the graphic representation included in the decree a question remained as to the boundary upon the completion of the Killcohook National Wildlife Refuge by the federal government at Penns Neck on the New Jersey shore which would obliterate the MLW line indicated therein.

The answer to this problem is given in the 1925 Laws of Delaware (pages 6 to 8) in which the State of Delaware has reserved its civil and criminal jurisdiction over the area ceded to and purchased by the federal government.

In the area immediately to the north and bordering on the Wildlife Refuge a new mean low water line has formed. But since this result follows the building of the Wildlife Refuge and is not solely the result of natural accretions, the position of the boundary at the MLW line as indicated by the decree of June 3, 1935 has not been affected.

With these considerations in mind the Delaware-New Jersey boundary has been approximately positioned as indicated. *Also see Boundary Survey T-2140 (1892-3)*

69. Remarks.-The contours at the junction to the west with U.S. Geological Survey Wilmington Quadrangle 1:62,500 (1944 reprint) have been checked during field edit and no changes were recommended.

Reviewed by:

L. Martin Gazik
L. Martin Gazik

Approved by:

S. V. Griffith
Chief, Review Section B 4-14-50
Division of Photogrammetry

MS

O. S. Reading
Chief, Div. of Photogrammetry

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

W. M. Scaife
Chief, Div. Coastal Surveys

NAUTICAL CHARTS BRANCH

SURVEY NO. 8751

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.