8757

Diag'd on Diag. Chts. 1218-21 294

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic Quadrangle

Field No. ..... Office No. T-8757

LOCALITY

State New Jersey

General locality Delaware Bay (East Side)

Locality Cohansey River - Shiloh

1946

CHIEF OF PARTY
E. L. Jones
Thos. B. Reed

LIBRARY & ARCHIVES

DATE June 23, 1948

8-1870-1 (1)

8757

Form T-1

DATA RECORD

T- 8757

Quadrangle (II): SHILOH

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

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, 19 July 1946

Copy filed in ~~Descriptive Report No. T-~~ (VI)
OFFICE FILES OF THE DIVISION OF PHOTOGRAMMETRY

Completed survey received in office: June 18, 1947

Reported to Nautical Chart Section: June 25, 1947

Reviewed: May-June 1948 Applied to chart No. Date:

Redrafting Completed:
Preliminary: June 16, 1948

Registered: Final: 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): WILLIS 1933

Lat.: 39° 26' 19.684" (607.0)m Long.: 75° 22' 08.403"(200.9)m Adjusted
~~Unadjusted~~

State Plane Coordinates (VI): New Jersey State Grid.

X = 1,801,629.48 Y = 221,293.23

Military Grid Zone (VI)

PHOTOGRAPHS (III)
75th meridian

Number	Date	Time	Scale	Stage of Tide
15604	3-21-46	1309	1:20,000	5.7' above M.L.W.
15605	"	1310	1:20,000	5.7' above M.L.W.
15608	"	1317	1:20,000	5.6' above M.L.W.
15609	"	1319	1:20,000	5.6' above M.L.W.

46 D 1572 - 1572 incl. 1:10,000

Tide from (III): Actual tide observations at Atlantic City corrected to Bayside to Ben Davis Point.
Mean Range: 5.8' Spring Range: 6.7'

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

Field Inspection by: E. L. Jones date: May-Nov. 1946

Field Edit by: D. G. Filippo date: Dec. 1947

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

Projection and Grids ruled by (III) T.L.J. date: Oct. 7, 1946

" " " checked by: T.L.J. date: Oct. 7, 1946

Control plotted by: Leroy A. Senasack date: Nov. 27, 1946

Control checked by: George O. Fellers date: Nov. 29, 1946

Radial Plot by: Frank J. Tarcza date: Dec. 1946

Detailed by: Mildred M. Trautman date: (1-15 to 1-22-47, (2-14 to 2-25-47, (3-11 to 3-25-47, (-3-31 to 5-9-47

Reviewed in compilation office by: J.W.Vonasek date: (5-20 to 6-11-47, May 5 to May 20, 1947

Elevations on ~~Field Edit Sheets~~ manuscript checked by: J.W.Vonasek date: June 10 to 12/47

STATISTICS (III)

Land Area (Sq. Statute Miles): 56

Shoreline (More than 200 meters to opposite shore): None

Shoreline (Less than 200 meters to opposite shore):
Measured along the center line of stream. 8½ statute miles

Number of Recoverable Topographic Stations established: 6

Number of Temporary Hydrographic Stations located by radial plot: 5

Leveling (to control contours) - miles: 85

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: The 1948, approximate mean magnetic declination is 8°- 45' west.

MAP T-8757 PROJECT NO. Ph-7(46) - C SCALE OF MAP 1:20,000 SCALE FACTOR 1.0000

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. NO. 3066	N.J. State Control	N.A. 1927	192,889.1	2,889.1 (7,110.9)		880.6 (2,167.4)	
1935, r. 1946			1,841,945.0	1,945.0 (8,055.0)		592.8 (2,455.2)	
MAGNETIC STATION FERNWOOD, 1940, r. 1946	N.J. State Control	N.A. 1927	225,464.0	5,464.0 (4,526.0)		1,665.4 (1,382.6)	
			1,825,390.0	5,390.0 (4,610.0)		1,642.9 (1,405.1)	
MON. NO. 3006	N.J. State Control	N.A. 1927	217,805.7	7,805.7 (2,194.3)		2,379.2 (668.8)	
1935, r. 1946			1,835,978.4	5,978.4 (4,021.6)		1,822.2 (1225.8)	
MON. NO. 3061	N.J. State Control	"	215,031.2	5,031.2 (4,968.6)		1,533.5 (1,514.5)	
1939, r.1946			1,840,731.2	731.2 (9,268.8)		222.9 (2,825.1)	
MON. NO. 9090	N.J. State Control	"	208,292.1	8,292.1 (1,707.9)		2,527.4 (520.6)	
1939, r. 1946			1,842,451.8	2,451.8 (7,548.2)		747.3 (2,300.7)	
SUB. STA. * MON. NO. 9090		"				2,484.8 (563.2)	
						774.7 (2,273.3)	
MON. NO. 3064	N.J. State Control	"	202,753.0	2,753.0 (7,247.0)		839.1 (2,208.9)	
1939, r. 1946			1,842,920.5	2,920.5 (7.079.5)		890.2 (2,157.8)	
MON. NO. 9093	"	"	198,251.9	8,251.9 (1,748.1)		2,515.2 (532.8)	
1939, r. 1946			1,842,661.7	2,661.7 (7,338.3)		811.3 (2,236.7)	
SUB. STA. * MON. NO. 9093		"				2,482.5 (565.5)	
						808.4 (2,239.6)	

* Removed from Map Manuscript during Final Office Review

1 FT. = .3048006 METER

COMPUTED BY: L. A. Senasack DATE: 11/21/46 CHECKED BY: G.O.Fellers DATE: 11/22/46

M-2388-1

MAP T- 8757 PROJECT NO. PH-7(46) C SCALE OF MAP 1:20,000 SCALE FACTOR 1.000

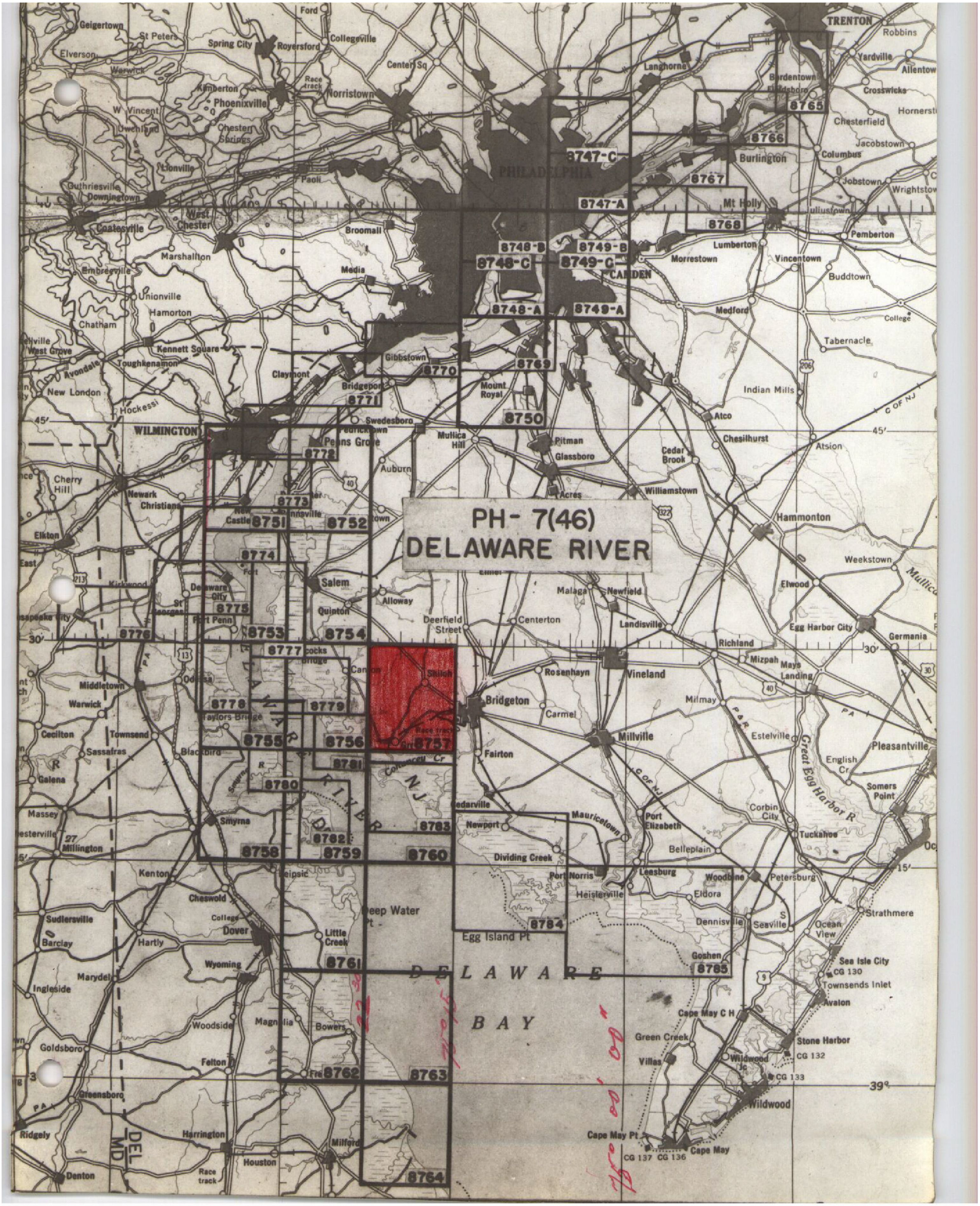
STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
BRIDGETON, OWENS ILLINOIS GLASS CO. STACK 1933, r. 1946	Acc. No. G-3023 p. 329	N.A. 1927	39° 26' 29.533"			910.8m (939.6m)	
			75° 13' 45.552"			1089.3 (345.5)	
BRIDGETON, OWENS ILLINOIS GLASS CO. WATER TANK, 1933, r. 1946	Acc. No. G-1751 Pg. 130	"	39° 26' 29.52"			910.4 (940.0)	
			75° 13' 44.79"			1071.1 (363.7)	
BRIDGETON, AMERICAN CAN CO., WATER TANK 1933, r. 1946.	Acc. No. G-1751 p. 130	"	39° 26' 19.80"			610.6 (1,239.8)	
			75° 13' 27.44"			656.2 (778.7)	
WILLIS, 1933, r. 1946	Acc. No. G1664 p. 58	"	39° 26' 19.684"			607.0 (1243.3)	
			75° 22' 08.403"			200.9 (1233.9)	
SUB. STA. WILLIS *		"	39° 26'			623.4 (1227.0)	
			75° 22'			200.0 (1234.8)	
MON. NO. 2923 1933, r. 1946	N.J. State Control		246,676.3	6,676.3 (3,323.7)		2,034.9 (1,013.1)	
		"	1,807,340.8	7,340.8 (2,659.2)		2,2375.5 (810.5)	
SUB. STA. * MON. NO. 2923		"				2088.4 (959.6)	
						2,186.9 (861.1)	
MON. NO. 3000 1935, r. 1946	N.J. STATE CONTROL	"	239,312.8	9,312.8 (687.2)		2,838.5 (209.5)	
			1,814,510.4	4,510.4 (5,489.6)		1,374.8 (1,673.2)	
MON. NO. 3001 1935, r. 1946	N.J. STATE CONTROL	"	238,161.7	8,161.7 (1,838.3)		2,487.7 (560.3)	
			1,815,723.6	5,723.6 (4,276.4)		1,744.6 (1,303.4)	
SUB. STA. * MON. NO. 3001		"				2,524.0 (524.0)	
						1,637.7 (1,410.3)	
MON. NO. 3002 1935	N.J. State Control	"	234,052.2	4,052.2 (5947.8)		1,235.1 (1,812.9)	
			1,819,807.7	9,807.7 (192.3)		2,989.4 (58.6)	
MON. NO. 6057 1936, r. 1946	N.J. State Control	"	196,619.6	6,619.6 (3,380.4)		2,017.7 (1,030.3)	
			1,839,686.6	9,686.6 (313.4)		2,952.5 (95.5)	

1 FT. = .3048006 METER

COMPUTED BY: L.A. Senasack DATE 11/21/46 CHECKED BY: G.O. Fellers DATE 11/22/46

M-2388-1

* Removed from Mail Manuscript during final Office review


PH- 7(46)
DELAWARE RIVER
TRENTON
PHILADELPHIA
CAMDEN
WILMINGTON
DELAWARE BAY
DELAWARE RIVER
NJ
DEL
MD
8747-C
8747-A
8748-B
8748-C
8748-A
8749-B
8749-C
8749-A
8750
8751
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8753
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8785
Norristown
Phoenixville
Coatesville
West Chester
Media
Burlington
Mt Holly
Bridgeton
Salem
Vineland
Millville
Hammonton
Pleasantville
Dover
Smyrna
Wildwood
Cape May
Cape May C H
Egg Island Pt
Elkton
Newark
Milford
Shiloh

FIELD INSPECTION REPORT
T 8757 (39° 30' / 75° 15' / 7.5')
Project Ph-7 (46)
Sub-project C
E. L. Jones, Chief of Party

All phases of field work were completed by Mr. John D. Weiler, Photogrammetrist, in accordance with Director's Instructions, Project Ph-7 (46), dated 25 March, 1946 and Supplemental Instructions No. 1, dated 14 June, 1946 except for deviations noted herein.
Instructions filed in office files of the Division of Photogrammetry.

1. Description of the Area:

The quad range is located on the Eastern Shore of Delaware Bay just North of the Cohansey River in the counties of Cumberland and Salem, New Jersey. The land area is characterised by a tidal plateau in the extreme southern area bordering the Cohansey River, rising steeply in a wooded, eroded area to a second plateau with undulating topography and a very definite drainage pattern. The sandy loam of the farming area is used intensively for truck crops. The woodland consists mostly of mixed hard and soft woods.

2. Completeness of Field Inspection:

The field inspection is felt to be adequate and complete. It was completed in June, 1946, as a separate operation, and not in conjunction with plane table contouring.

3. Interpretation of the Photographs:

Three sets of photographs were used. Single lens 1/10,000 scale contact prints were used for shoreline inspection and horizontal control along the Cohansey River. One set of 9-lens 1/20,000 scale photographs was used for interior inspection and horizontal control for the quadrange, and anotner set for plane table contouring, and drainage delineation.

4. Horizontal Control:

Thirty six horizontal control stations were searched for or recovered. Of these twenty one were identified on the photographs, either by the substitute station method or pricked direct. The recovery and identification of this control was done during the month of May, 1946.

5. Vertical Control:

Vertical control consisted of recovery and indentification of existing U.S.C. & G.S. First order Benches and N.J.S.S. Bench Marks on 9-lens photographs, and the establishment of the following levels.

4th Order Levels

Approximately 86 linear miles of 4th order levels were completed during June, 1946. Part of the elevations in rougher terrain were determined by non-reciprocal trigonometric levels. The remaining elevations were determined by spirit leveling. Recordings were to the nearest .01 of a foot. The maximum error of closure was .26 of a foot. All errors of closure greater than .20 of a foot, were prorated throughout the line.

6. Contours and Drainage:

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

Preliminary to field work, the photographs were examined stereoscopically. Drainage was delineated and knolls, depressions and ridge lines, marked. Contours were sketched in the field and shaped under a steroscope prior to final inking. Contouring was done by John D. Weiler, Photogrammetrist, from June to October, 1946. Average closure on plane table traverses ranged from 0 to .3 of a foot. The maximum closure was .8 of a foot. Traverse elevations were carried to .01 of a foot and intermediate andradiation shots to .1 of a foot. A considerable number of shots were taken on natural objects and elevations determined by scaling the distance on the photograph and reading the angle to the object.

7. Mean High Water Line:

The average range of the tide at the mouth of the Cohansey River is 5.8.

The average range of the tide on the Cohansey River at Bridgeton, N. J. is 6.5.

Shoreline inspection was done by Ben O. Bryant, Engineering Aid, in the month of July, 1946.

8. Low Water Line:

In general, the Cohansey River is characterized by a cut bank making the apparent shoreline and the low water line synonymous.

9. Wharves and Shoreline Structures:

Adequately covered on photographs.

10. Details Offshore From High Water Line:

There is a dredged unmarked channel from the mouth of the Cohansey River to the City of Bridgeton, N. J. Outside of the channel there is a considerable area of marsh covered at M.H.W., interspersed with areas navigable by small boats.

11. Land Marks and Aids to Navigation:

None.

12. Hydrographic Control:

Seven recoverable topographic stations (natural objects) were established, pricked on the photographs and described on Form #524.

Five hydrographic signal sites of a semi-permanent nature were selected, pricked on the photographs, and briefly described thereon.

13. Landing Fields and Aeronautical Aids:

None

14. Roads:

Roads were classified according to instructions dated 30 June 1945.

15. Bridges:

None.

16. Buildings:

The only buildings of an intricate nature are the Bridgeton County Hospital and Bridgeton County Farm. They are clear on the photograph and should cause no interpretive difficulty.

17. Boundaries:

None of the County or Township Boundaries within the quadrange in Cumberland County are monumented. The same is true for the City of Bridgeton and the Borough of Shiloh. Where boundaries did not follow the center of streams, they were obtained by local inquiry and shown on the photographs as accurately as possible. One township marker in Salem County was recovered and located by the arc method and a pricking card submitted.

18. Geographic Names:

All geographic name information was obtained by John D. Weiler, Photogrammetrist, during July, 1946. This information will be compiled in a special report by Lowell I. Bass, Engineering Aid. Report filed in the geographic Names section of the Division of Charts.

19. Quadrange Border:

A border traverse was done by plane table methods along the nortnern and eastern boundaries of the quadrange. In general, elevations were spotted not fartner than 600 feet apart, except for an inaccessible marsh area along the Eastern Border, where such work was not feasible or economical.

Submitted
30 October 1946

John D. Weiler
John D. Weiler
Photogrammetrist

Field Review
1-5 Nov. 1946

George E. Varnadoe
George W. Varnadoe
Photo Engineer

Approved
6 Nov. 1946

Edmund L. Jones
Chief of Party

COMPILATION REPORT

MAP MANUSCRIPT, SURVEY NO. T-8757

T-8757 (Shiloh Quadrangle) is one of 10 topographic manuscripts in Project No. Ph-7(46)C located along the Delaware River & Bay. These surveys are to be compiled in accordance with instructions dated 25 March 1946 and 19 July 1946 by graphic photogrammetric methods. Instructions filed in office files of the Division of Photogrammetry.

26. CONTROL:

See layout of control submitted to the Washington Office February 26, 1947. A list of stations on Form No. M-2388-12 is included in this report. Filed as Special Radial Plot Report, T8755 - T8759 inal., in the general files of the Division of Photogrammetry.

27. RADIAL PLOT:

The radial plot for the area of this survey was part of a combined radial plot made with celluloid templates for Surveys Nos. T-8755 to T-8759 inclusive, the report for which was submitted to the Washington Office February 26, 1947. ~~Filed in General Files, of the Division of Photogrammetry.~~ Attached to Desc Report T-8755

28. DELINEATION:

The compilation is in accordance with the written instructions pertaining to Project No. Ph-7(46), dated 19 July 1946. Instructions filed in Office files of the Division of Photogrammetry.

Photographs and field inspection were, in general, adequate and satisfactory.

The contours were traced directly from the field photographs.

~~Only one culvert was identified by the field party which was delineated on the map manuscript. Other apparent culverts, too indefinite to identify by the compilation office have been omitted and left for identification by the field edit party.~~ In general, culverts are too small a feature to delineate on the quadrangle map, and are considered as not applicable.

The field inspection party identified several large areas bordering the Cohansey River as marsh; however, the compilation office delineated these areas as grass in water because they show as flooded on the nine lens photographs. See paragraph ten of the field inspection report. Refer to 28. Delineation of the final review report.

30. MEAN HIGH WATER LINE:

The shoreline was delineated from nine lens photographs in accordance with the field identification as shown on the 1:10,000 scale field ratio prints.

31. MEAN LOW WATER LINE:

No mean low water line is shown on the map manuscript. See paragraph 8 of the field inspection report .

31-A. SHOAL AND REEF LINES:

No shoal or reef lines are shown on the map manuscript.

32. DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE:

No comment.

33. WHARVES AND SHORELINE STRUCTURES:

The only piers and wharves in the area of the map manuscript are in the vicinity of Greenwich Piers.

34. LANDMARKS AND AIDS TO NAVIGATION:

None

35. HYDROGRAPHIC CONTROL:

Three hydrographic signal sites fall within the limits of the map manuscript, one falls outside to the east and one just to the south.* These sites have been located on this quadrangle manuscript because there is no shoreline survey covering the area.

A list of descriptions of these sites is attached to this report.

36. BRIDGES:

None

37. DISCREPANCY OVERLAY:

A descrepancy overlay which contains notes in reference to conflicting data is being submitted with the map. All discrepancies have been resolved, either during field edit or final review.

38. GEOGRAPHIC NAMES:

Geographic names were taken from final names standards dated 12-4-46, furnished by the Washington Office. A list of geographic names is attached to this report.

The name of the township boundary line shown on Survey No. T-8757 as Fairfield-Hopewell Township Line is correct. The name shown on Survey No. T-8760 should be corrected to read Fairfield-Hopewell and not Fairfield-Greenwich.

39. JUNCTIONS:

The junction to the south with Survey No. T-8760 has been made and is in good agreement.

The junction to the west will be made when the survey has been com-

* The hydrographic signal site to the south has been removed.

39. JUNCTIONS:(Continued)

piled.

To the east and to the north there are no contemporary surveys.

40. BOUNDARIES:

The legal boundary descriptions of only two of the seven townships on the map were submitted by the field party. They are Greenwich and Quinton. The boundary descriptions of the Borough of Shiloh and the City of Bridgeton were not furnished. All boundaries were delineated as identified on the field inspection photographs.

44. COMPARISON WITH EXISTING TOPOGRAPHIC SURVEYS:

T-8757 has been compared in detail with the U. S. Engineers Shiloh quadrangle and found to be in good agreement. Contours are not in good agreement.

45. COMPARISON WITH NAUTICAL CHARTS:

T-8757 has been compared with Nautical Chart No. 1218, scale 1:80,000, and was found to be in good agreement.

The following topographic information shown on T-8757 is of sufficient importance to warrant immediate application to the chart:

Two wrecks in the vicinity of Greenwich Piers.

Piers, docks and marine railways in the vicinity of Greenwich Piers.

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

None.

Low water features are not shown. They will be investigated by the hydrographic party.

Respectfully submitted
11 June 1947

Mildred M. Trautman

Mildred M. Trautman
Photogrammetric Aid
Compilation and Descriptive
Report.

Joseph W Vonasek

Joseph W. Vonasek
Photogrammetric Engineer
Photogrammetric Office
Reviewer

Approved and Forwarded
18 June 1947

Harry R. Rudolph

Harry R. Rudolph
Supervisor

Thos B Reed

Thos. B. Reed
Officer in Charge
Baltimore Photogrammetric
Office

LIST OF HYDROGRAPHIC SIGNAL SITES

Site No.	Description	Pricked on Photo. No.
5701	Top of white silo	1567
5702	West gable green top boat house	1574
~~5703~~	~~East end of concrete bulkhead, 13 meters length~~	1575
5704	West gable small green top house	1577
5705	Southeast gable unpainted barn	1582

Listed by: Mildred M. VanDraw
Photogrammetric Aid

Checked by: Joseph W Vorasek
Photogrammetric Engineer

Field Edit Report of Map Manuscript T-8757
Project Ph-7(46)
R. J. Sipe, Chief of Party

The field edit of this quadrangle was accomplished during the period 1 November to 4 December 1947 by Donald G. Flippo, Photogrammetric Aid. All work was done in accordance with the field edit instructions for project Ph-7(46), dated 24 August 1945 and supplemental instructions.

14. Road Classification: Roads classified in accordance with Photogrammetry Instructions No. 10 prior to amendment of 10-24-47

17. Boundary: Some discrepancies were found in the field inspector's location of the Hopewell-Greenwich township line. The discrepancies found have been corrected and legal descriptions furnished.

18. Geographic Names: Names in the quadrangle were checked in accordance with instructions and found to be adequate with the following exceptions:

a. Bowentown has been incorrectly located.

b. Horse Run has been incorrectly located.

46. Methods: All delineated features such as roads, structures, drainages, and contours were checked either visually by driving along the roads or trails or by planetable method.

Delineation and some additions were made directly on the field edit sheet. Some additions and corrections were noted on the photographs with a reference to the photograph on the field edit print. A legend to the symbols and to the colored ink used during the field edit is on the field edit print.

47. Adequacy of the Compilation: Some compiled roads and trails were deleted during the field edit. These were,, however, valuable to the field editor in many instances. Several outbuildings had been compiled but these have been deleted or left with regards to size according to instructions. Many structures were added and many contour corrections have been shown on the map manuscript.

The relative position of compiled detail was found to be entirely satisfactory. With the addition of the field edit data to the manuscript, this map will be complete and accurate.

48. Accuracy Tests: Two vertical accuracy tests have been made in this quadrangle as per instructions. One consisted of a profile test with numerous side shots and the other a profile with a few intermediate points along the profile line. It is thought that this map will meet the vertical accuracy requirements.

The field edit party has made no attempt to verify the horizontal accuracy of this map.

49. Review of First Proof: The following named gentleman has expressed his willingness to review the first proof.

Mr. Edward H. Maier, County Engineer
Bridgeton, New Jersey

Respectfully submitted

Donald G. Flippo

Donald G. Flippo
Photogrammetric Aid
4 December 1947

GEOGRAPHIC NAMES

BACONS NECK
BACONS NECK ROAD
BARRETTS RUN
BAY SIDE ROAD
BEEBES RUN ROAD
BEEBES RUN
BISHOPS RUN
BOWENTOWN
BRIDGETON CITY
BROWNS RUN
BUCK HORN ROAD
BUTTONWOOD ROAD
CAMPBELLS CORNER
CANTON ROAD
CHESTNUT RUN
COFFIN HILL
COHANSEY RIVER (two places)
COHANSEY ROAD
COUNTY ALMSHOUSE
COUNTY HOSPITAL
CUMBERLAND COUNTY
DAVIS MILL R
DICKENSON CORNER
DUTCH NECK ROAD
FAIRFIELD TOWNSHIP
GARRISON CORNER ROAD
GREEN SWAMP
GREENWICH
GREENWICH PIER
GREENWICH ROAD
GREENWICH TOWNSHIP
HARROW RUN
HOPEWELL TOWNSHIP
HORSE RUN (note changed position)
ISLAND BRANCH
JERICHO
JERICHO MISSION CHURCH
JERICHO ROAD
KERNAN CORNER
LANING WHARF
LONG BRANCH RUN
LOWER ALLOWAYS CREEK TOWNSHIP
MACANIPPUCK RUN
MARLBORO
MARY-ELMER LAKE
MICKLES MILL
MILL ROAD
MINCHES LANE
MOUNCES CREEK
OAK ROAD
OTHELLO
OTHELLO ROAD
PINE MOUNT
PINE MOUNT CREEK
QUINTON TOWNSHIP
RHODO LAKE
ROADSTOWN
ROADSTOWN BOWENTOWN ROAD
ROADSTOWN ROAD
SALEM COUNTY
SARAH RUN
SEELEY
SEVENTH DAY MILL
SHAWS BRANCH
SHEPPARDS MILL
SHILOH
SPRINGTOWN
STOW CREEK
STOW CREEK TOWNSHIP
TATTLETOWN JERICHO ROAD
TOWN HALL
UPPER DEERFIELD TOWNSHIP
WEST BRANCH
WHEATON RUN

Add:
Central R.R. of New Jersey
State No. 49
Sheppards Mill Pond
Elk Lake
Cohansey Baptist church

Names preceded by . are approved. 5/28/48. L.H.

Add:
Shiloh Road
Fernwood Cemetery
Hope Grange?
County House Lane
Fithians Corner
Cedar Hill Memorial Park Cemetery
Overlook Cemetery
Hands Pond
Hopewell School
Stow Creek school
Marlboro church

Division of Photogrammetry
Review Report of
Topographic Map Manuscript T-8757

Subject numbers not used in this report have been adequately covered in other parts of the Descriptive Report.

28. Detailing.--A portion of the M.H.W.L. along the north bank of the Cohansey River was recompiled by the reviewer, as indicated for delineation by the original field inspection notes.

Differences, between the compilation office and field inspection, interpretations, were carefully examined by the field editor and reviewer. From the examination, it was concluded that the original field inspection was correct.

44. Comparison with existing Topographic Surveys.--
In addition to the comparison mentioned under item 44 of the compilation report, comparison was made with the following topographic surveys and all common topographic features are superseded by T-8757.

155	1:20,000	1842-43
1565	1:20,000	1885

45. Comparison with Nautical Charts.--

Comparison was made with the following nautical charts.--

1218	1:80,000	1942 Corrected to Dec. 1947
294	1:40,000	1943 10th Ed. Corrected to Nov. 1947

This map manuscript has not been applied to nautical charts. Refer to compilation report for information shown on T-8757 which is of sufficient importance to warrant immediate application to the charts.

47. Adequacy of Compilation.--An examination of map manuscript T-8757 reveals it to be complete in all details as a topographic quadrangle and as a base map for nautical charts and hydrographic surveys.

48. Accuracy Tests.--
Horizontal.--No horizontal accuracy test was made. The combination of adequate nine-lens photographic coverage, nine-lens radial plot methods, and the plethora of horizontal control, insures a horizontal accuracy equal to or better than National Map Accuracy Requirements.

Vertical.--~~One~~ Two vertical accuracy test~~was~~ were made by the field edit party. The vertical accuracy was found to be well within the tolerances prescribed for National Map Accuracy Requirements. For further details refer to The Summary and Abstract of Vertical Accuracy Test immediately following this review report.

Reviewed by:

Harland R. Cravat
June 7, 1948

APPROVED:

S. V. Griffith
Chief, Review Section B
Div. of Photogrammetry

E. Lutenbung
Chief, Nautical Chart Branch
Div. of Charts

K.T. Adams
Chief, Div. of Photogrammetry

E K Green
Chief, Div. of Coastal Surveys.

TOPOGRAPHIC MAPPING

Summary & Abstract of Vertical Accuracy Test

Project No. PH 7 (46) Quad. No. T 8757 Quad. Name SHILOH
Method of Testing PLANE TABLE PROFILE LEVELS
Tested by D. FLIPPO Date DEC. 1947 Evaluated by W P L
Contour interval 10 ft. 0.6 M.M. allowable shift at 1:20,000
~~map or~~ manuscript scale.

93 Total number of points tested
99 % of points within ½ contour interval or better
92 Test points correct within ½ contour interval
1 Test points in error between ½ and full contour interval
0 Test points in error over full contour interval

Test Elev.	Map Elev.	Error	Error after shift	Remarks	Test Elev.	Map Elev.	Error	Error after shift	Remarks
85	85	0	0	Gentle Slope	90	85	5	5	Flat
78	80	2	0	" "	86	87	1	0	Smooth
74	74	0	0	" "	90	94	4	1	Gentle Slope
67	67	0	0	" "	111	111	0	0	Smooth "
62	62	0	0	" "	97	99	2	0	Gentle "
55	55	0	0	" "	81	82	1	0	" "
51	50	1	0	" "	76	76	0	0	" "
44	43	1	0	" "	65	68	3	1	" "
40	38	2	0	" "	77	77	0	0	" "
46	33	13	10	" "	87	87	0	0	" "
26	26	0	0	Drain Bott.	100	100	0	0	" "
45	37	8	1	Steep slope	80	80	0	0	" "
44	40	4	0	" "	76	76	0	0	" "
39	38	1	0	Drain Bott	88	89	1	0	" "
48	45	3	0	Gentle Slope	73	74	1	0	" "
48	42	6	4	" "	72	76	4	1	" "
44	42	2	0	" "	90	86	4	2	" "
45	43	2	0	" "	104	104	0	0	" "
36	32	4	2	" "	96	94	2	0	" "
32	26	6	4	" "	76	78	2	0	" "
25	22	3	3	drain bottom	67	66	1	0	" "
35	30	5	3	gentle slope	63	61	2	1	drain Bottom
42	40	2	0	" "	78	82	4	2	Gentle Slope
45	46	1	0	" "	105	105	0	0	Flat
49	52	3	3	Flat	112	110	2	0	Gentle Slope
53	50	3	2	gentle slope	86	86	0	0	" "
61	59	2	1	" "	75	75	0	0	" "
64	61	3	2	" "	65	62	3	1	" "
70	70	0	0	" "	65	65	0	0	" "
69	69	0	0	" "	76	76	0	0	" "
68	69	1	0	" "	88	90	2	0	" "
101	103	2	0	" "	111	111	0	0	" "
109	112	3	1	" "	87	91	4	2	" "
104	104	0	0	" "	83	86	3	1	" "
96	95	1	0	" "	71	71	0	0	" "

TOPOGRAPHIC MAPPING

Summary & Abstract of Vertical Accuracy Test

Project No. PH 7(46) Quad. No. T 8757 Quad. Name SHILOH
Method of Testing PLANE TABLE PROFILE LEVELS
Tested by D. FLIPPO Date DEC. 1947 Evaluated by A.R.C.
Contour interval 10 ft. 0.6 M.M. allowable shift at 1:20,000
map or manuscript scale.

93 Total number of points tested
99 % of points within ½ contour interval or better
92 Test points correct within ½ contour interval
1 Test points in error between ½ and full contour interval
0 Test points in error over full contour interval

Test Elev.	Map Elev.	Error	Error after shift	Remarks	Test Elev.	Map Elev.	Error	Error after shift	Remarks
64	65	1	0	Smooth					
75	79	4	2	Gentle Slope					
85	85	0	0	" "					
103	103	0	0	" "					
105	105	0	0	" "					
91	90	1	0	" "					
89	90	1	0	" "					
80	84	4	2	" "					
84	82	2	0	" "					
65	66	1	0	" "					
75	78	3	2	" "					
78	81	3	2	" "					
85	85	0	0	" "					
84	84	0	0	" "					
76	76	0	0	" "					
79	79	0	0	" "					
64	66	2	0	" "					
63	67	4	2	" "					
62	63	1	1	flat					
69	67	2	2	flat					
65	67	2	1	Gentle Slope					
76	76	0	0	" "					
71	70	1	0	" "					

NAUTICAL CHARTS BRANCH

SURVEY NO. T-8757

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
12/49	294	R Bolotsky	Before ~~After~~ Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

M-2168-1

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