9503

N&S

Diag.CHt. Nos. 1216-2 &.1217-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. Ph-59 (50) *Office No.* T-9503

LOCALITY

State New Jersey

General locality Atlantic County

Locality Pleasantville

19W 52

CHIEF OF PARTY

Harry F. Garber, Chief of Field Party
Hubert A. Paton, Baltimore Photo. Office.

LIBRARY & ARCHIVES

DATE February 3, 1956

B-1870-1 (1)

9503

DATA RECORD

T - 9503

Project No. (II): Ph-59(50) Quadrangle Name (IV):

Field Office (II): Pleasantville, N. J. Chief of Party: Harry F. Garber

Photogrammetric Office (III): Baltimore, Md. Officer-in-Charge: Hubert A. Paton

Instructions dated (II) (III): 26 May 1950 Copy filed in Division of Photogrammetry (IV) Office Files

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:10,000 Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): 1,000

Date received in Washington Office (IV): MAR 17 1952 Date reported to Nautical Chart Branch (IV): MAR 24 1952

Applied to Chart No. Date: Date registered (IV): OCT 21 1955

Publication Scale (IV): 1:24,000 Publication date (IV):

Geographic Datum (III): N. A. 1927 Vertical Datum (III):

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

Reference Station (III): FORK, 1932

Lat.: 39° 28' 40.570" (1251.2m) Long.: 74° 33' 03.055" (73.0 m) Adjusted ~~Unadjusted~~

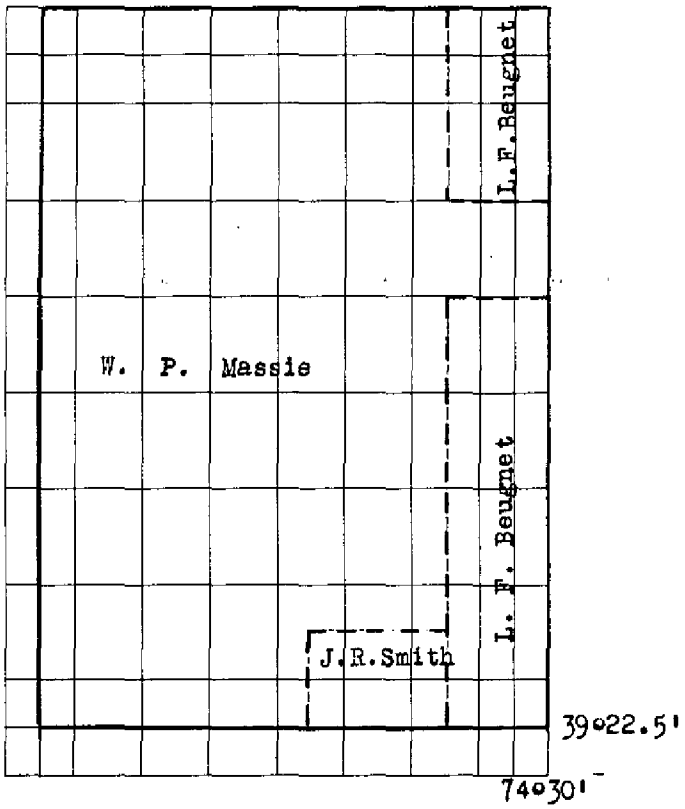
Plane Coordinates (IV): State: New Jersey Zone:

Y= X=

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

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

M-2618-12(4)



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

-Contours by W. P. Massie
-Contours by L. F. Beugnet
-Contours by J. R. Smith

M-2618-12 (4)

DATA RECORD

Field Inspection by (II): W. P. Massie, Cart. Sur. Aid
L. F. Beugnet "
Date: 15 June to 3 Nov. 1950
6 Oct.-3 Nov. 1950

Planetable contouring by (II): W. P. Massie, Cart. Sur. Aid
L. F. Beugnet "
J. R. Smith "
Date: 15 June-3 Nov. 1950
6 Oct.-3 Nov. 1950
30 Oct.-3 Nov. 1950

Completion Surveys by (II): J. K. Wilson
Date: 6 May , 1952

Mean High Water Location (III) (State date and method of location): 1950 - Photo interpretation

Projection and Grids ruled by (IV): T. L. Janson
Date: 1-7-51

Projection and Grids checked by (IV): H. D. Wolfe
Date: 1-16-51

Control plotted by (III): J. C. Richter
Date: 4-24-51

Control checked by (III): R. R. Hartley
Date: 5-16-51

Radial Plot or Stereoscopic Control extension by (III): F. J. Tarcza
Date: 9-21-51

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

Manuscript delineated by (III): J. B. Phillips
Date: 12-18-51

Photogrammetric Office Review by (III): R. Glaser
Date: 10-17-52

Elevations on Manuscript checked by (II) (III): R. Glaser
Date: 10-17-52

M-2618-12(4)

Camera (kind or source) (III): U.S.C. & G.S. single lens, type "O" focal length 6".

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
50 - 0 - 793 - 799	4-16-50	1050	1:10,000	land area
824 - 831	4-16-50	1127	"	"
837 - 843	"	1137	"	"
844	"	1138	"	1.0' above MLW
856	"	1148	"	0.8' " "
857 - 859	"	1149	"	1.2' " "
860 -862	"	1150	"	land area

Tide (III)

Ratio of Ranges	Mean Range	Spring Range
0.8	3.8	4.6
0.8	3.9	4.7
0.8	3.6	4.4

Reference Station: Sandy Hook, New Jersey
Subordinate Station: Dock Thorofare (Bridge)
Subordinate Station: Beach Thorofare (Shelter Island)
Absecon Creek Entrance Absecon Bay

Washington Office Review by (IV): K.N. Maki Date: 3-10-53

Final Drafting by (IV): F.L. JOHNSON - T-9503-N T-9503-S Date: 1-20-55

Drafting verified for reproduction by (IV): Date: 2-2-55

Proof Edit by (IV): Date:

Land Area (Sq. Statute Miles) (III): 54 sq. mi.
Shoreline (More than 200 meters to opposite shore) (III): 2 mi.
Shoreline (Less than 200 meters to opposite shore) (III): 2 mi.
Control Leveling - Miles (II): 56
Number of Triangulation Stations searched for (II): 75 Recovered: 69 Identified: 14
Number of BMs searched for (II): 102 Recovered: 91 Identified: 90
Number of Recoverable Photo Stations established (III): 6*
Number of Temporary Photo Hydro Stations established (III): none

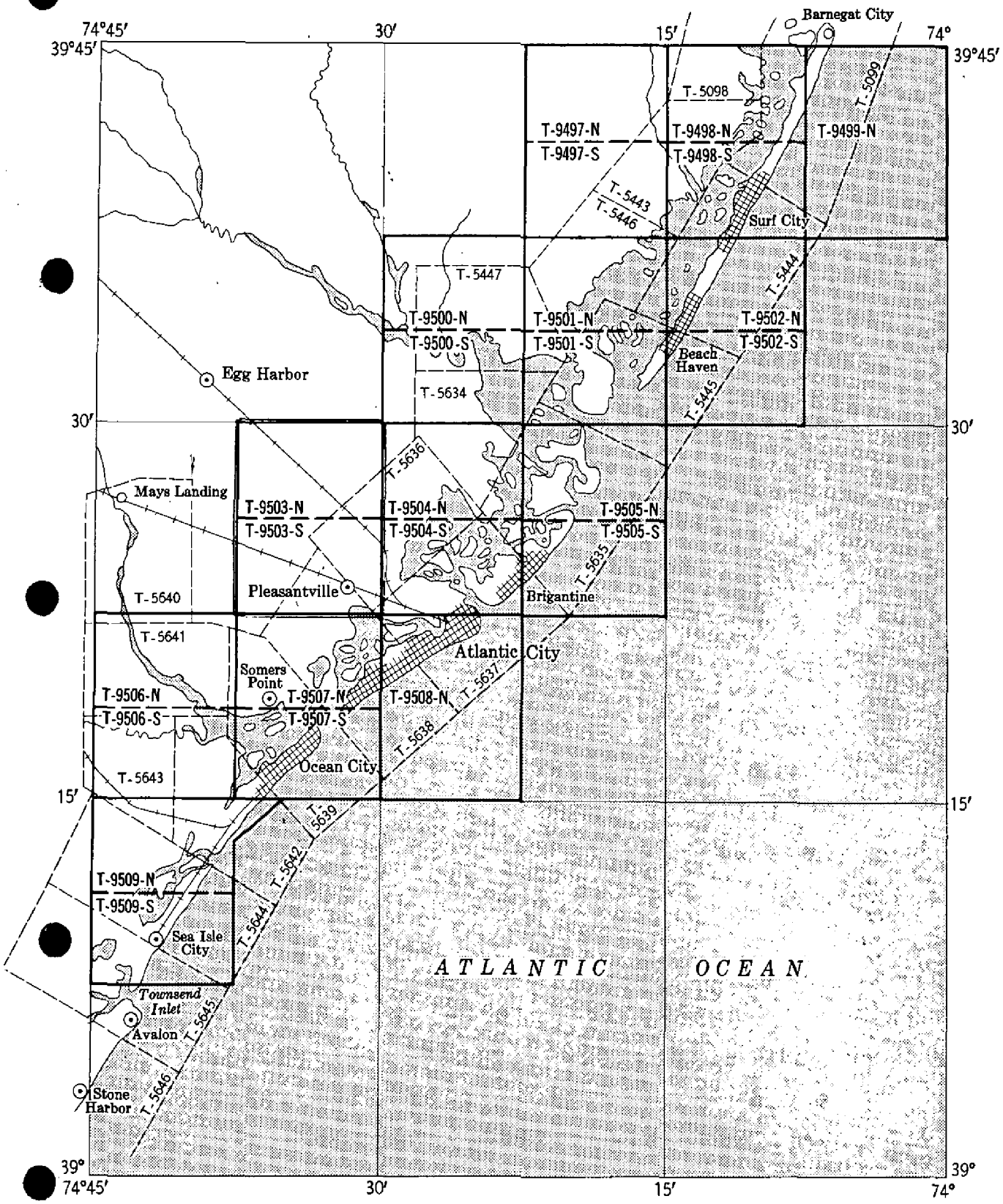
Remarks:

* Three previous stations were recovered.

M-2618-12(4)

TOPOGRAPHIC MAPPING PROJECT PH-59 (50)

NEW JERSEY COAST, Townsend Inlet to Barnegat City



T-9497-N, T-9497-S to T-9509-N, T-9509-S are Topographic Maps
Mapped by the U.S.C. and G.S. from aerial photographs to be taken in 1950
Scale 1:10,000

DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D. C.

IN REPLY REFER TO

Op-321K1B2A/mm
Serial: 1443BP52

Mr. Robert W. Knox
Department of Commerce
U. S. Coast and Geodetic Survey
Washington 25, D. C.

My dear Mr. Knox: 1-9503 1/2 Y 3/2

Reference is made to your letter of 22 May 1952 addressed to the Map and Photograph Branch, Director of Intelligence, General Staff, U. S. Army, which has been referred to this Office, wherein you requested declassification of certain topographic manuscripts produced by your Bureau.

Please be advised that this Office interposes no objection, from a security standpoint, to the publication of the topographic manuscripts on an unclassified basis without deletion.

The enclosures submitted with your letter of 22 May 1952 are returned herewith.

Very sincerely yours,

R. F. STOUT, Rear Admiral, USN
Acting Director of Naval Intelligence

Monroe B. Duffy
By direction

Encl: Two topographic manuscripts

Copy to:
DA, G2, Training Division

Summary to Accompany Descriptive Report T-9503

Topographic map T-9503 is one of 13 similar maps in project Ph-59(50). This project covers the New Jersey coast from Townsend Inlet north to the borough of Barnegat Light. This map was compiled by graphic methods. The field operations preceding compilation included complete field inspection and the determination of numerous elevations for planetable contouring. The compilation was at a scale of 1:10,000. The manuscript consists of 2 sheets each 3 3/4' in latitude by 7½' in longitude. The entire map was field edited. The map is to be published by the Geological Survey at a scale of 1:24,000 as a standard 7½' topographic quadrangle. The registered copies under T-9503 will include 2 one-half quadrangle cloth-mounted prints at scale 1:10,000 identified as T-9503 N/a and T-9503 S/2 and one cloth-mounted color print at scale 1:24,000 of the entire quadrangle. Hydrographic information furnished by this Bureau, depth curves and soundings, will be included on the color print.

FIELD INSPECTION REPORT
QUADRANGLE T-9503
39-22-37.5 / 74-30-00
Project Ph-59(50)

Harry F. Garber, Chief of Party

The field work for this quadrangle was done in accordance with Instructions, dated 26 May 1950, Project Ph-59(50), under the direction of Joseph K. Wilson, Supervisor. Field work, in addition to those phases listed on Pages 2 and 3, was done by the following personnel:

Name and Title	Phase	Date
Leo F. Beugnet Cart. Sur. Aid	Horizontal Control, Recovery and Shoreline	1 September to 15 October 1950

This report is written in accordance with Paragraph 724 of the Preliminary Edition of the Topographic Manual, dated June, 1949.

2. AREAL FIELD INSPECTION

This quadrangle lies in the east-central portion of Atlantic County.

There are two incorporated towns within the quadrangle, namely: Pleasantville and Absecon. These communities border the summer resort area of Atlantic City.

Two branches of the Pennsylvania Reading Seashore Lines Railroad, connecting Atlantic City and Philadelphia, run through the quadrangle.

The quadrangle is adequately served by roads, two of the most outstanding are the White Horse ~~Turn~~pike (U.S. Highway 30) and the Black Horse Pike (U.S. Highway 40). All of the roads in the area are named for convenience.

The Atlantic City Naval Air Station and the Atlantic City Reservoir are located in the west-central portion of the sheet. The Atlantic City Reservoir is the source of the water supply for Atlantic City and vicinity.

The area is relatively high land intersected by numerous creeks and streams. The streams are broad and flat and are bordered by swamp.

About twenty per cent of the area is under cultivation, about seventy five per cent in woodland, and five per cent covered by water. The woodland consists for the most part of scrub oak, which has been burned over and which has a heavy undergrowth.

Truck farming is the chief occupation.

Attention is called to several roads and buildings which were under construction during field inspection. These items should be checked by the field editor.

No difficulty was encountered in the interpretation of the photographs. Sufficient classifications were made so that the compiler should have no great difficulty with the tones.

The field inspection is believed to be complete except for the construction in progress, which was mentioned in the above paragraph.

3. HORIZONTAL CONTROL

(a) One traverse line was run near the southwestern portion of the quadrangle. (See Field Inspection Report for Quadrangle T-9506, page 8).

(b) All stations are on the N.A. datum.

(c) Stations not established by the U.S.C.&G.S. are:

Station	Agency	Order	Datum
Mon. 1802	N.J. Geodetic Control Survey	Third	N.A. 1927
" 1803	"	"	"
" 1804	"	"	"
" 1805	"	"	"
" 1806	"	"	"
" 1807	"	"	"
" 1808	"	"	"
" 1809	"	"	"
" 1820	"	"	"
" 1821	"	"	"
" 1824	"	"	"
" 1825	"	"	"
" 1826	"	"	"
" 1827	"	"	"
" 1839	"	"	"
" 1840	"	"	"

Station	Agency	Order	Datum
Mon. 1841	N. J. Geodetic Control Survey	Third	N.A. 1927
" 1842	"	"	"
" 1889	"	"	"
" 1890	"	"	"
" 7817	"	"	"
" 7818	"	"	"
" 7819	"	"	"
" 7820	"	"	"
" 7821	"	"	"
" 7822	"	"	"
" 7823	"	"	"
" 7824	"	"	"
" 7825	"	"	"
" 7826	"	"	"
" 7827	"	"	"
" 7828	"	"	"
" 7829	"	"	"
" 7830	"	"	"
" 7831	"	"	"
" 7838	"	"	"
" 7839	"	"	"
" 7840	"	"	"
" 7841	"	"	"
" 7842	"	"	"
" 7843	"	"	"
" 7844	"	"	"
" 7845	"	"	"
" 7846	"	"	"
" 7847	"	"	"
" 7848	"	"	"
" 7849	"	"	"
" 7850	"	"	"
" 7857	"	"	"
" 10802	"	"	"
" 10803	"	"	"
" 10804	"	"	"
" 10805	"	"	"
" 10806	"	"	"
" 10807	"	"	"
" 10808	"	"	"
" 10809	"	"	"
" 10810	"	"	"
" 10811	"	"	"
" 10812	"	"	"
" 10813	"	"	"
" 10814	"	"	"
" 10815	"	"	"
" 10816	"	"	"
" 10817	"	"	"
" 10818	"	"	"
" 10819	"	"	"

(d) A search was made for all known control. Stations reported as "lost" or "not found" are:

Ryon, 1884
Mon. 1809 (NJGCS), 1934
" 1826 " "
" 1827 " "
" 7820 " 1939
" 7822 " "

4. VERTICAL CONTROL

(a) A search was made for all known vertical control. Bench Marks in the quadrangle are:

Station	Agency	Order
Y-3, Reset 1934	NJGCS	Third
Z-3	USC&GS	First
50 (PRR)	"	"
A-4	"	"
B-4	"	"
G-4	"	"
K-8	"	"
L-8	"	"
M-8	"	"
N-8	"	"
P-8	"	"
RV 1800	NJGCS	Third
RV 1801	"	"
RV 1802	"	"
RV 1803	"	"
RV 1804	"	"
RV 1805	"	"
RV 1806	"	"
RV 1807	"	"
RV 1808	"	"
RV 1820	"	"
RV 1821	"	"
RV 1822	"	"
RV 1823	"	"
RV 1824	"	"
RV 1825	"	"
RV 1826	"	"
RV 1827	"	"
RV 1828	"	"
RV 1829	"	"
RV 1830	"	"
RV 1838	"	"
RV 1839	"	"
Highway Bridge (Absecon Creek)	USE	"

Station	Agency	Order
Mon. 1802	NJGCS	Third
" 1803	"	"
" 1804	"	"
" 1805	"	"
" 1806	"	"
" 1807	"	"
" 1808	"	"
" 1809	"	"
" 1820	"	"
" 1821	"	"
" 1824	"	"
" 1825	"	"
" 1826	"	"
" 1827	"	"
" 1839	"	"
" 1840	"	"
" 1841	"	"
" 1842	"	"
" 1889	"	"
" 1890	"	"
" 7817	"	"
" 7818	"	"
" 7819	"	"
" 7820	"	"
" 7821	"	"
" 7822	"	"
" 7823	"	"
" 7824	"	"
" 7825	"	"
" 7826	"	"
" 7827	"	"
" 7828	"	"
" 7829	"	"
" 7830	"	"
" 7831	"	"
" 7838	"	"
" 7839	"	"
" 7840	"	"
" 7841	"	"
" 7842	"	"
" 7843	"	"
" 7844	"	"
" 7845	"	"
" 7846	"	"
" 7847	"	"
" 7848	"	"
" 7849	"	"
" 7850	"	"

Station	Agency	Order
Mon. 7857	NJGCS	Third
" 10802	"	"
" 10803	"	"
" 10804	"	"
" 10805	"	"
" 10806	"	"
" 10807	"	"
" 10808	"	"
" 10809	"	"
" 10810	"	"
" 10811	"	"
" 10812	"	"
" 10813	"	"
" 10814	"	"
" 10815	"	"
" 10816	"	"
" 10817	"	"
" 10818	"	"
" 10819	"	"

(b) Seventy miles of supplemental levels were run with a Wye level, beginning and closing on bench marks of third order accuracy or better. The greatest error of closure on any line was 0.42 feet. The lines were adjusted by dividing the error by the number of instrument set-ups.

(c) The first and last fly level points are 03-1 and 03-112.

(d) Inapplicable.

5. CONTOURS AND DRAINAGE

The contouring was done by planetable methods directly on single lens photographs (1:10,000 scale) at a contour interval of ten (10) feet.

The natural drainage in the quadrangle is by Babcock Creek in the northwest, Patcong Creek in the south, Absecon Creek in the east, and by the Mullica River in the northeast.

The highest natural elevation of 79 feet is in the north-central section of the sheet.

See Field Inspection Report for Quadrangle T-9506 concerning the cut photographs used.

6. WOODLAND COVER

The cover was classified in accordance with Paragraph 5433 of the Preliminary Edition of the Topographic Manual, dated June, 1949.

The Field Inspector has delineated the swamp limits on the photographs with purple ink where they were not discernible.

7. SHORELINE AND ALONG-SHORE FEATURES

(a) Only a small portion of this quadrangle is bordered by water. It is composed entirely of apparent shoreline.

(b) No attempt was made to locate the low-water line.

(d) Bluffs - There are no bluffs along the shoreline.

(e) All docks, wharves, piers, landings, etc. have been labeled on the photographs.

(f) There are no submarine cables within the quadrangle.

8. OFFSHORE FEATURES

Inapplicable.

9. LANDMARKS AND AIDS

(a) Two landmarks are recommended on Form 567 for charting, both of which were previously charted.

(b) One interior landmark, McKee City Fire Lookout Tower, was located by photogrammetric methods. This station is not recommended for charting on Nautical Charts.

(c) One Aeronautical Aid, AIRWAY BEACON, is reported on Form 524.

(d) There are no fixed aids to navigation within the quadrangle.

10. BOUNDARIES, MONUMENTS AND LINES

A Special Report on Boundaries will be submitted at a later date by Richard L. McGlinchey, Cartographic Survey Aid. Division of Photogrammetry general files.

Three boundary markers were identified on the photographs and are submitted on Form 524.

11. OTHER CONTROL

Two topographic stations, Airway Beacon and McKee City Fire Lookout Tower, 1950 were established. Four previously established topographic stations were searched for and are reported on Form 524.

12. OTHER INTERIOR FEATURES

All roads and buildings have been classified in accordance with Paragraph 5441 and 5446 of the Preliminary Edition of the Topographic Manual, dated June, 1949. The towns of Pleasantville and Absecon have urban limits. The urban limits were delineated by the Washington Office and checked by the field inspector.

There are no bridges over navigable waters within the quadrangle.

13. GEOGRAPHIC NAMES

This is the subject of a Special Report which will be submitted at a later date by Merle W. Smith, Cartographic Survey Aid. Filed in Geographic Names Section, Chart Division.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

There are no other reports or special data, except as noted in Paragraphs 10 and 13.

1 November 1950
Submitted by:

Walter P. Massie

Walter P. Massie By HFG
Cartographic Survey Aid

27 November 1950
Approved by:

Harry F. Garber

Harry F. Garber
Chief of Party

PHOTOGRAMMETRIC PLOT REPORT

PROJECT PH-59(50)

SURVEYS NOS. T-9503 and T-9507

21. AREA COVERED

This radial plot covers the areas of Surveys Nos. T-9503 and T-9507, a part of Project Ph-59(50). It includes the areas from Ocean City to Pomona, N. J.

22. METHOD-RADIAL PLOT

Map Manuscripts

The map projections are on vinylite sheets ruled at a scale of 1:10,000 with polyconic projections in black and New Jersey grids (Transverse Mercator) in red.

Control stations and most of the substitute stations were plotted with a beam compass and meter bar. Substitute stations for New Jersey state survey monuments, whose positions are in grid coordinates, were plotted using a steel protractor.

A sketch showing the layout of surveys, distribution of control and photograph centers, and a list of control stations are attached to this report.

Photographs

The photographs used in this radial plot were taken with the single lens type O camera, focal length 152.37 mm (6"). They are ratioed prints, scale 1:10,000, the contact scale being 1:24,000. Sixty (60) photographs were used. They are numbered as follows:

50-0-792 to 807
-814 to 832
-837 to 849
-852 to 863

Templets

Acetate templets were made from all photographs using a master templet to correct errors due to film and paper distortion.

Closure and Adjustment to Control

Vinylite sheets with 5000-foot grids were used as base sheets. All control was transferred to the base sheets by matching common grid lines. The radial plot for Surveys on the east side had been completed. The positions of pass points and photograph centers along the junction with this radial plot were also transferred to the base sheets. The templets from these photographs were laid first holding previously established positions. The next flight to the west was then adjusted, holding

T-9507S
the pass points established by the first flight and all control stations except Sub.Pt. OCEAN DRIVE, USE, 1946. The radially plotted position for this station falls about 250 mm north of the geographic position. An error was found in angle observed bythe field party. This was corrected and a new position for the substitute point was computed. The new position was held in the radial plot. The remainder of the radial plot was completed without difficulty, holding all other control.

23. ADEQUACY OF CONTROL

There is adequate control for a good radial plot in all areas except the northern part of Survey T-9504. In this area it was necessary to extend the plot beyond the control available. One horizontal control station could not be held in the radial plot.

Sub. Pt. OCEAN DRIVE, USE, 1946 - the angle observed by the field party did not correspond to the sketch shown on the identification card. It appeared that an error of 180° had been made. On this assumption a new position for the substitute point was computed. The new position was plotted and was held in the radial plot.

24. SUPPLEMENTARY DATA

The positions of 17 topographic stations, established in 1935-1936, were available and were plotted on the map manuscripts. These positions were transferred to the base sheets to be verified in this radial plot. Where the position was within 0.3 mm, no new position was established. One topographic station, STANDPIPE, MARGATE, 1936, was 0.5 mm east of the radially plotted position. The new radially plotted position was indicated on the map manuscript.

T-9507N

25. PHOTOGRAPHY

The photographic coverage was adequate. Definition of the photographs was satisfactory. Although several photographs showed some evidence of tilt, none were considered badly tilted. There is very little relief in this area and the effect of tilt is quite small.

Respectfully submitted
21 September 1951

Frank J. Tarcza

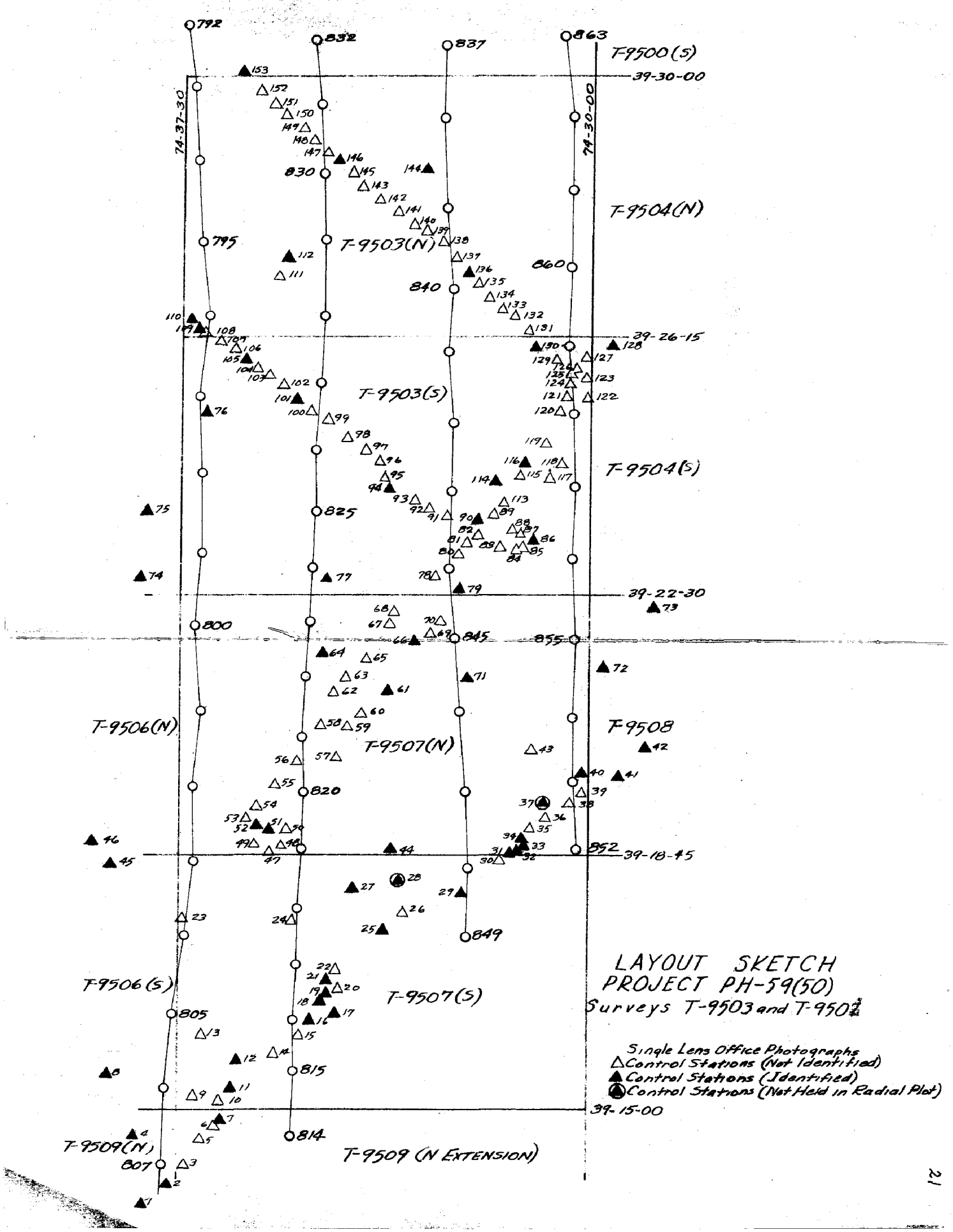
Frank J. Tarcza
Cartographer (Photogrammetric)

No.	Station	Identification
1.	CURVE, 1932	Sub. Pt.
2.	MON. 5733, NJGCS, 1937	Sub. Pt.
3.	MON. 5732, NJGCS, 1937	None
4.	BLACK, 1936	Sub. Pt.
5.	MON. 5731, NJGCS, 1937	None
6.	MON. 5730, NJGCS, 1937	None
7.	COAST GUARD CUPOLA, 1936 (TOPO)	Direct
8.	PECK, 1936	Sub. Pt.
9.	MON. 4837, NJGCS, 1937	None
10.	MON. 2705, NJGCS, 1935	None
11.	MON. 2704, NJGCS, 1935	Sub. Pt.
12.	STACK, LARGE S.W. △ BANK, 1932	Direct
13.	BOY, 1936	None
14.	MON. 2702, NJGCS, 1935	None
15.	MON. 5728, NJGCS, 1937	None
16.	MON. 5729, NJGCS, 1937	Sub. Pt.
17.	TILL, CUPOLA HOTEL, 1937 (Topo)	Direct
18.	OCEAN CITY STANDPIPE, 1932	Direct
19.	STANDPIPE (ALUMINUM), 1935(Topo)	Direct
20.	BANK, 1932	None
21.	MON 2701, NJGCS, 1935	Sub. Pt.
22.	MON. 2700, NJGCS, 1935	None
23.	BEN, BENCH MARK NO.1, 1937(Topo)	None
24.	LINE, 1935	None
25.	COAST GUARD FLAGPOLE, 1937 (Topo)	Direct
26.	NW BRIDGE TENDERS HOUSE, 1935	None
27.	R.M. 1, ANCHORAGE, 1935	Sub. Pt.
28.	OCEAN DRIVE, USE,1946	Sub. Pt.
29.	POINT, 1932	Sub. Pt.
30.	MON. 4812, NJGCS, 1936	None
31.	TWO S. CUPOLA, 1937 (Topo)	Direct
32.	N. CUPOLA, SCHOOL CUPOLA, 1937 (Topo)	Direct
33.	MON. 4813 NJGCS, 1936	Direct
34.	STANDPIPE, LONGPORT, 1936 (Topo)	Direct
35.	MON. 4814 NJGCS, 1936	None
36.	MON. 4815, NJGCS, 1936	None
37.	STANDPIPE, MARGATE, 1936 (Topo)	Direct
38.	MON. 4816, NJGCS, 1936	None
39.	MON. 4817, NJGCS, 1936	None
40.	CHIMNEY, SCHOOL HOUSE, 1936 (Topo)	Direct
41.	MON. 4818, NJGCS, 1936	Direct
42.	VENTNOR, 1932	R.M. 2,
43.	PORK, 1935	None
44.	BRIDGE TENDERS HOUSE (BROAD THORO), 1935 (Topo)	Direct
45.	JOBS PT. WINDMILL, 1935	Sub.Pt.

No.	Name	Identification
46.	JEFF, 1935	Sub. Pt.
47.	SOM, 1935	None
48.	MON. 1833, NJGCS, 1934	None
49.	MON. 7869, NJGCS, 1939	None
50.	MON. 1834, NJGCS, 1934	None
51.	MON. 7868, NJGCS, 1939	Sub. Pt.
52.	SOMERS POINT STANDPIPE, 1932	Direct
53.	MON. 7867, NJGCS, 1939	None
54.	MON. 7866, NJGCS, 1939	None
55.	MON. 7864, NJGCS, 1939	None
56.	MON. 7863, NJGCS, 1939	None
57.	MARSHALL, 1935	None
58.	MON. 7861, NJGCS, 1939	None
59.	MON. 1835, NJGCS, 1934	None
60.	MON. 1836, NJGCS, 1934	None
61.	CHIMNEY, LYNWOOD COUNTRY CLUB, 1935 (Topo)	Direct
62.	MON. 7856, NJGCS, 1939	None
63.	MON. 7855, NJGCS, 1939	None
64.	FRAMBES, 1932	Sub.Pt.
65.	MON. 7854, NJGCS, 1939	None
66.	MON. 1837, NJGCS, 1934	Sub. Pt.
67.	MON. 7853, NJGCS, 1939	None
68.	MON. 7852, NJGCS, 1939	None
69.	POLE, FIREHOUSE, 1936 (Topo)	None
70.	MON. 1838 NJGCS, 1934	None
71.	SOUTH GABLE (DOCK THORO) 1935 (Topo)	Direct
72.	LAKE, 1946	Sub. Pt.
73.	R.M. 2,-GAS, 1935	Sub. Pt.
74.	P.P.-3 (A 44)	Direct
75.	P.P.-4 (A 44)	Direct
76.	P.P.-5 (A 44)	Direct
77.	STANDPIPE, BLACK, 1932	Direct
78.	MON. 7850, NJGCS, 1939	None
79.	PLEASANTVILLE WATER TANK (Aluminum) 1932	Direct
80.	MON. 7849, NJGCS, 1939	None
81.	MON. 7848, NJGCS, 1939	None
82.	MON. 7847, NJGCS, 1939	None
83.	MON. 1840, NJGCS, 1934	None
84.	HIGH, 1931	None
85.	CHIMNEY, SCHOOL HOUSE, 1936 (Topo)	None
86.	MON. 1889, NJGCS, 1935	Sub.Pt.
87.	MON. 1890, NJGCS, 1935	None
88.	MON. 1839, NJGCS, 1934	None
89.	MON. 7826, NJGCS, 1939	None
90.	PLEASANTVILLE, MAMELL MON. WKS. WATER TANK (Black)1932	Direct

No.	Name	Identification
91.	MON. 7827 NJGCS, 1940	None
92.	MON. 7828, NJGCS, 1940	None
93.	MON. 7829, NJGCS, 1940	None
94.	MON. 7830, NJGCS, 1940	Sub. pt.
95.	MON. 7831, NJGCS, 1940	None
96.	MON. 1825, NJGCS, 1934	None
97.	MON. 1824, NJGCS, 1934	None
98.	MON. 7838, NJGCS, 1941	None
99.	MON. 7839, NJGCS, 1941	None
100.	MON. 7840, NJGCS, 1940	None
101.	MON. 7841, NJGCS, 1940	Sub. Pt.
102.	MON. 7842, NJGCS, 1940	None
103.	MON. 7843, NJGCS, 1940	None
104.	MON. 7844, NJGCS, 1940	None
105.	P.P.-6 (A 44)	Direct
106.	MON. 7845, NJGCS, 1940	None
107.	MON. 7846, NJGCS, 1940	None
108.	McKEE TOWN, 1932	None
109.	McKEE TOWN FIRETOWER, 1950	Direct
110.	MON. 7857, NJGCS, 1940	Sub. Pt.
111.	MON. 1821, NJGCS, 1934	None
112.	MON. 1820, NJGCS, 1934	Sub. Pt.
113.	MON. 7825, NJGCS, 1939	None
114.	STANDPIPE, PLEASANTVILLE, 1935 (Topo)	Direct
115.	MON. 7824, NJGCS, 1939	None
116.	MON. 7823, NJGCS, 1939	Sub. Pt.
117.	MON. 1841, NJGCS, 1934	None
118.	MON. 1842, NJGCS, 1934	None
119.	MON. 7821, NJGCS, 1939	None
120.	MON. 7819, NJGCS, 1939	None
121.	MON. 7818, NJGCS, 1939	None
122.	Mon. 1888, NJGCS, 1934	None
123.	ABSECON PRES. CHURCH, 1935 (Topo)	None
124.	MON. 7817, NJGCS, 1939	None
125.	MON. 1802, NJGCS, 1934	None
126.	MON. 7816, NJGCS, 1939	None
127.	MON. 7815, NJGCS, 1939	None
128.	MON. 1844, NJGCS, 1934	Sub. Pt.
129.	MON. 1803, NJGCS, 1934	None
130.	MON. 10802, NJGCS, 1940	Sub. Pt.

No.	Name	Identification
131.	MON. 10803, NJGCS, 1940	None
132.	MON. 10804, NJGCS, 1940	None
133.	MON. 10805, NJGCS, 1940	None
134.	MON. 10806, NJGCS, 1940	None
135.	MON. 10807, NJGCS, 1940	None
136.	MON. 1804, NJGCS, 1934	Sub. Pt.
137.	MON. 1805, NJGCS, 1934	None
138.	MON. 10808, NJGCS, 1940	None
139.	MON. 10809, NJGCS, 1940	None
140.	MON. 10810, NJGCS, 1940	None
141.	MON. 10811, NJGCS, 1940	None
142.	MON. 10812, NJGCS, 1940	None
143.	MON. 10813, NJGCS, 1940	None
144.	FORK, 1932	Sub. Pt.
145.	MON. 10814, NJGCS, 1940	None
146.	MON. 1806, NJGCS, 1934	Sub. Pt.
147.	MON. 1807, NJGCS, 1934	None
148.	MON. 10815, NJGCS, 1940	None
149.	MON. 10816, NJGCS, 1940	None
150.	MON. 10817, NJGCS, 1940	None
151.	MON. 10818, NJGCS, 1940	None
152.	MON. 10819, NJGCS, 1940	None
153.	MON. 1808, NJGCS, 1934	Sub. Pt.


792
832
837
863
T-9500(S)
39-30-00
74-37-30
74-30-00
830
T-9504(N)
795
T-9503(N)
860
840
39-26-15
T-9503(S)
T-9504(S)
825
39-22-30
800
845
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T-9506(N)
T-9507(N)
T-9508
820
852
39-18-45
849
T-9506(S)
T-9507(S)
805
815
39-15-00
814
T-9509(N)
807
T-9509 (N EXTENSION)
LAYOUT SKETCH
PROJECT PH-59(50)
Surveys T-9503 and T-9504
Single Lens Office Photographs
△Control Stations (Not Identified)
▲Control Stations (Identified)
◉Control Stations (Not Held in Radial Plot)

MAP T-9503 PROJECT NO. Ph-59(50) SCALE OF MAP 1:10,000 SCALE FACTOR

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)
FORK, 1932	G-1249 P.13	N.A. 1927	39 28 40.570			1251.2 (599.2)	
			74 33 03.055			73.0 (1361.0)	
HIGH, 1931	G-1346 39	"	39 23 10.380			320.1 (1530.2)	
			74 31 19.564			468.2 (967.7)	
McKEE TOWN, 1932	G-1249 13	"	39 26 17.481			539.1 (1311.2)	
			74 37 03.728			89.2 (1345.7)	
PLEASANTVILLE WATER TANK (ALUMINUM), 1932	G-1447 31	"	39 22 39.956			1232.2 (618.1)	
			74 32 23.517			562.9 (873.3)	
*MAMELL MON. WKS. WATER TANK (BLACK) PLEASANTVILLE, 1932	G-1447 31	"	39 23 36.446			1124.0 (726.3)	* HAMMEL
			74 32 00.472			11.3 (1424.5)	
STANDPIPE (Black) 1932	" "	"	39 22 45.100			1390.8 (459.5)	
			74 34 50.701			1213.5 (222.6)	
MON. 1802 NJGCS 1934	Descrip. of Mon.	"	216,595.43			486.3 (1037.7)	
			2,045,353.91			107.9 (1416.1)	
MON 1803 NJGCS 1934	"	"	217,890.71			881.1 (642.9)	
			2,043,907.07			1190.9 (331.1)	
MON 1804 NJGCS 1934	"	"	225,712.83			217.3 (1306.7)	
			2,036,189.76			,362.6 (1161.4)	
MON 1805 NJGCS 1934	"	"	227,032.62			619.6 (904.4)	
			2,035,185.02			56.4 (1467.6)	
MON 1806 NJGCS 1934	"	"	235,615.91			187.7 (1336.3)	
			2,024,858.62			1480.9 (43.1)	
MON 1807 NJGCS 1934	"	"	236,550.68			472.7 (1051.3)	
			2,023,817.21			1163.5 (360.5)	

1 FT. = .3048006 METER

COMPUTED BY: J.C.Richter DATE 12 Dec. 1950 CHECKED BY: M.F.Kirk DATE 9 January 1951

M-2388-12

MAP T-9503 PROJECT NO. Ph-59(50) SCALE OF MAP 1:10,000 SCALE FACTOR

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 1808 NJGCS 1934	Descrip. of Mon.	N.A. 1927	242,863.01			872.7 (651.3)	
			2,016,786.34			544.5 (979.5)	
~~MON 1820 NJGCS 1934~~	"	"	~~227,337.21~~	Destroyed		~~712.4 (811.6)~~	
			~~2,021,059.90~~			~~323.1 (1200.9)~~	
MON 1821 NJGCS 1934	"	"	225,793.26			241.8 (1282.2)	
			2,020,213.25			65.0 (1459.0)	
MON 1824 NJGCS 1934	"	"	209,974.70			1516.3 (7.7)	
			2,027,693.00			820.8 (703.2)	
MON 1825 NJGCS 1934	"	"	209,016.60			1224.3 (299.7)	
			2,028,969.13			1209.8 (314.2)	
MON 1839 NJGCS 1934	"	"	202,776.70			846.3 (677.7)	
			2,040,242.94			74.0 (1450.0)	
MON 1840 NJGCS 1934	"	"	201,580.93			481.9 (1042.1)	
			2,039,368.41			1331.5 (192.5)	
MON 1841 NJGCS 1934	"	"	207,827.06			861.7 (662.3)	
			2,043,720.68			1134.1 (389.9)	
MON 1842 NJGCS 1934	"	"	209,251.16			1295.8 (228.2)	
			2,044,694.13			1430.8 (93.2)	
MON 1889 NJGCS 1935	"	"	201,765.31			538.1 (985.9)	
			2,042,137.62			651.6 (872.4)	
MON 1890 NJGCS 1935	"	"	202,456.89			748.9 (775.1)	
			2,040,779.42			237.6 (1286.4)	
MON 7817 NJGCS 1939	"	"	216,024.02			312.1 (1211.9)	
			2,045,208.52			63.6 (1460.4)	

1 FT. = .3048006 METER

COMPUTED BY: J.C.Richter DATE 12 Dec. 1950 CHECKED BY: M.F.Kirk DATE 9 Jan. 1951

M-2388-12

MAP T-9503 PROJECT NO. Ph-59(50) SCALE OF MAP 1:10,000 SCALE FACTOR

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. 7818 NJGCS 1939	Description of Mon.	N.A. 1927	215,107.84			32.9 (1491.1)	
			2,044,821.44			1469.6 (54.4)	
MON 7819 NJGCS 1939	"	"	213,639.22			1109.2 (414.8)	
			2,044,314.52			1315.1 (208.9)	
MON 7821 NJGCS 1939	"	"	211,115.43			340.0 (1184.0)	
			2,043,191.38			972.7 (551.3)	
MON 7823 NJGCS 1939	"	"	209,208.86			1282.9 (241.1)	
			2,041,287.13			392.3 (1131.7)	
MON 7824 NJGCS 1939	"	"	208,143.02			958.0 (566.0)	
			2,040,636.42			194.0 (1330.0)	
MON 7825 NJGCS 1939	"	"	205,726.23			221.4 (1302.6)	
			2,039,510.54			1374.8 (149.2)	
MON 7826 NJGCS 1939	"	"	204,267.68			1300.8 (223.2)	
			2,038,768.88			1148.8 (375.2)	
MON 7827 NJGCS1940	"	"	204,658.85			1420.0 (104.0)	
			2,034,581.05			1396.3 (127. 7)	
MON 7828 NJGCS 1940	"	"	205,265.38			80.9 (1443.1)	
			2,033,033.98			924.8 (599.2)	
MON 7829 NJGCS 1940	"	"	205,701.28			213.8 (1310.2)	
			2,031,919.75			585.1 (938.9)	
MON 7830 NJGCS 1940	"	"	206,630.09			496.9 (1027.1)	
			2,029,559.01			1389.6 (134.4)	
MON 7831 NJGCS 1940	"	"	207,628.99			801.3 (722.7)	
			2,029,295.57			1309.3 (214.7)	

1 FT. = .3048006 METER

COMPUTED BY: J.C.Richter DATE 12 Dec. 1950 CHECKED BY: M.F.Kirk DATE 9 Jan. 1951

M-2388-12

MAP T-9503 PROJECT NO. Ph-59(50) SCALE OF MAP 1:10,000 SCALE FACTOR

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 7838	Descrip. of Mon.	N.A. 1927	211,340.48			408.6 (1115.4)	
NJGCS 1941			2,025,942.21			287.2 (1236.8)	
MON 7839	"	"	212,817.69			858.8 (665.2)	
NJGCS 1941			2,023,975.82			1211.8 (312.2)	
MON. 7840	"	"	213,585.41			1092.9 (431.1)	
NJGCS 1940			2,022,954.19			900.4 (623.6)	
MON 7841	"	"	214,611.60			1405.6 (118.4)	
NJGCS 1940			2,021,588.53			484.2 (1039.8)	
MON 7842	"	"	215,681.72			207.8 (1316.2)	
NJGCS 1940			2,020,164.51			50.1 (1473.9)	
MON 7843	"	"	216,593.10			485.6 (1038.4)	
NJGCS 1940			2,018,915.82			1204.5 (319.5)	
MON 7844	"	"	217,580.16			786.4 (737.6)	
NJGCS 1940			2,017,637.62			804.0 (720.0)	
MON 7845	"	"	218,705.16			1129.3 (394.7)	
NJGCS 1940			2,016,142.06			348.1 (1175.9)	
MON 7846	"	"	219,750.08			1447.8 (76.2)	
NJGCS 1940			2,014,751.37			1448.2 (75.8)	
MON 7847	"	"	202,591.92			790.0 (734.0)	
NJGCS 1939			2,037,279.29			694.7 (829.3)	
MON 7848	"	"	201,786.94			544.7 (979.3)	
NJGCS 1939			2,036,580.32			481.7 (1042.3)	
MON 7849	"	"	200,917.33			279.6 (1244.4)	
NJGCS 1939			2,035,579.94			176.8 (1347.2)	

1 FT. = .3048006 METER

COMPUTED BY: J.C.Richter DATE 12 Dec. 1950 CHECKED BY: M.F.Kirk DATE 9 January 1951

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Photogrammetry
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MAP T- 9503 PROJECT NO. Ph-59(50) SCALE OF MAP 1:10,000 SCALE FACTOR

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 LINI IN METERS FORWARD (BACK)
MON 7850	Descrip. of Mon.	N.A. 1927	199,422.16			1347.9 (176.1)	
NJGCS 1939			2,033,955.61			1205.7 (318.3)	
MON 7857	"	"	221,715.11			522.8 (1001.2)	
NJGCS 1940			2,012,136.54			651.2 (872.8)	
MON 7858			222,872.91			875.7 (648.3)	
NJGCS 1940	"	"	2,010,586.15			178.7 (1345.3)	
MON 10802			219,434.06			1351.5 (172.5)	
NJGCS 1940	"	"	2,042,217.50			675.9 (848.1)	
MON 10803			220.541.52			165.0 (1359.0)	
NJGCS 1940	"	"	2,041,817.25			553.9 (970.1)	
MON 10804			222,046.00			623.6 (900.4)	
NJGCS 1940	"	"	2,040,114.10			34.8 (1489.2)	
MON 10805			223,015.20			919.0 (605.0)	
NJGCS 1940	"	"	2,039,000.20			1219.3 (304.7)	
MON 10806			223,803.34			1159.3 (364.7)	
NJGCS 1940	"	"	2,038,099.78			944.8 (579.2)	
MON. 10807			224,606.76			1404.2 (119.8)	
NJGCS 1940	"	"	2,037,213.42			674.7 (849.3)	
MON. 10808			228,457.23			1053.8 (470.2)	
NJGCS 1940	"	"	2,034,098.15			1249.1 (274.9)	
MON 10809	"	"	229,217.04			1285.4 (238.6)	
NJGCS 1940			2,032,518.65			767.7 (756.3)	
MON 10810	"	"	229,891.81			1491.0 (33.0)	
NJGCS 1940			2,031,323.61			403.4 (1120.6)	

1 FT. = .3048006 METER

COMPUTED BY: J.C.Richter DATE 12 Dec.1950 CHECKED BY: M.F.Kirk DATE 9 Jan. 1951

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MAP T-9503 PROJECT NO. Ph-59(50) SCALE OF MAP 1:10,000 SCALE FACTOR

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 10811	Descrip	N.A.	230,986.32			300.6 (1223.4)	
NJGCS 1940	of Mon	1927	2,030,096.71			29.5 (1494.5)	
MON 10812	"	"	232,324.55			708.5 (815.5)	
NJGCS 1940			2,028,612.09			1101.0 (423.0)	
MON 10813	"	"	233,324.42			1013.3 (510.7)	
NJGCS 1940			2,027,505.38			763.6 (760.4)	
MON 10814	"	"	234,467.49			1361.7 (162.3)	
NJGCS 1940			2,026,227.32			374.1 (1149.9)	
MON 10815	"	"	237,483.04			756.8 (767.2)	
NJGCS 1940			2,022,778.53			846.9 (677.1)	
MON 10816	"	"	238,344.92			1019.5 (504.5)	
NJGCS 1940			2,021,811.20			552.1 (971.9)	
MON 10817	"	"	239,503.68			1372.7 (151.3)	
NJGCS 1940			2,020,529.53			161.4 (1362.6)	
MON 10818	"	"	240,444.04			135.3 (1388.7)	
NJGCS 1940			2,019,481.70			1366.0 (158.0)	
MON 10819	"	"	241,681.28			512.5 (1011.5)	
NJGCS 1940			2,018,185.09			970.8 (553.2)	
SUB. PT. MON 10802 NJGCS 1940			~~Plotted graphically~~				
SUB.PT. MON 7857 NJGCS 1940			Plotted graphically				
SUB.PT. MON 7841 NJGCS 1940			Plotted graphically				

1 FT. = .3048006 METER

COMPUTED BY: J.C.Richter DATE 12 Dec. 1950 CHECKED BY: M. F. Kirk DATE 9 Jan. 1951

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Photogrammetry 28

MAP T- 9503 PROJECT NO. Ph-59(50) SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
SUB PT. MON 7830 NJGCS 1940				Plotted graphically			
SUB PT. MON 7823 NJGCS 1939				Plotted graphically			
SUB PT. MON 1889 NJGCS 1935				Plotted graphically			
SUB PT MON 1820 NJGCS 1934				Plotted graphically			
SUB PT MON 1808 NJGCS 1934				Plotted graphically			
SUB PT. MON 1806 NJGCS 1934				Plotted graphically			
McKEE TOWN AZ.MK. 1932				Plotted graphically			
SUB PT FORK, 1932			39 28			1375.9 (474.5)	
			74 33			266.8 (1167.2)	
ABSECON PRES CHURCH, 1935	Form 524	N A 1927	39 25			1128.6 (721.8)	
			74 30			255.1 (1180.0)	
CHIMNEY SCHOOL HOUSE, 1936	"	"	39 23			325.2 (1525.1)	
			74 31			432.6 (1003.4)	
STANDPIPE PLEASANTVILLE, 1935	"	"	39 24			304.7 (1545.7)	
			74 31			1053.5 (382.1)	
MCKEE TOWN FIRETOWER 1950	Computed "	"	39 26			550.7 (1299.7)	
			74 37			87.8 (1347.2)	

1 FT. = .3048006 METER

COMPUTED BY: J.C.Richter DATE January 1951 CHECKED BY: M.Kirk DATE 9 Jan. 1951

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MAP T- 9503 PROJECT NO. Ph-59(50) SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR y-COORDINATE / LONGITUDE OR x-COORDINATE	DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
SUB PT MON 1804 NJGCS 1934		N.A. 1927	Plotted graphically				
MON 1888 NJGCS 1934	Descrip. of Mon.	"	214,924.81			1501.1 (22.9)	
			2,047,049.02			624.9 (899.5)	
MON 7815 NJGCS 1939	"	"	218,025.51			922.2 (601.8)	
			2,046,832.28			5558.5 (965.5)	
MON 7816 NJGCS 1939	"	"	217,395.34			730.1 (793.9)	
			2,045,816.58			248.9 (1275.1)	
P.P.-3 (A-44)	Field Comp	"	201,535.80			468.1 (1055.9)	
			2,007,043.30			622.8 (901.2)	
P.P.-4 (A 44)	"	"	205,109.95			33.5 (1490.5)	
			2,009,027.81			1227.7 (296.3)	
P.P.-5 (A 44)	"	"	213,468.26			1057.1 (466.9)	
	"		2,013,579.35			1091.0 (433.0)	
P.P.-6 (A 44)	"	"	218,359.43			1024.0 (500.0)	
			2,016,600.08			487.7 (1036.3)	
Ryon, 1884	G 1346 p. 40	"	39° 22' 44.735			1379.6 (470.7)	
			74 31 33.741			807.6 (628.5)	

1 FT. = .3048006 METER

COMPUTED BY: J.C.Richter DATE 24 Dec. 1950 CHECKED BY: M.F.Kirk DATE 29 Dec. 1950

M-2388-12

COMPILATION REPORT
T-9503

31. DELINEATION

Manuscript No. T-9503 was delineated by graphic methods.

32. CONTROL

The identification, density, and placement of horizontal control was adequate.

33. * SUPPLEMENTAL DATA

Geographic name standard, dated January 27, 1951, on Corps of Engineers, Pleasantville, N.J. quadrangle, scale 1:62,500, was furnished by the Washington office.

The following maps were furnished by the field party:

(1) Exhibit "A" Map of Naval Air Station, October 17, 1946, and Map of Naval Air Station, June 30, 1949 were used to determine boundaries of the Air Station.

(2) Atlantic City Watershed, sheets No. 6 and 7 used for boundaries.

(3) Special report on boundaries, New Jersey.

(4) Corps of Engineers quadrangles, scale 1:62,500 of: Atlantic City, N.J., Egg Harbor, N.J., Tuckerton, N.J., and Pleasantville, N.J. were used for road objectives.

(5) Road map of Atlantic County, New Jersey.

U.S.C. &.G.S. Chart No 826 (Landmarks and Aids Report), and U.S.C. & G.S. Topographic Map T-5636 (1936) scale 1:10,000.

* Filed in Div. Photogrammetry general files.

34. CONTOURS AND DRAINAGE

Contours for the South half of this manuscript were revised in this office.

35. SHORELINE AND ALONGSHORE DETAILS

Shoreline inspection was considered adequate. The low water line along Lakes Bay was identified by office interpretation of the photographs.

36. OFFSHORE DETAILS

No comment.

37. LANDMARKS AND AIDS

Form 567 is submitted for five (5) landmarks. Of the five stations one is to be deleted, one is an aeronautical aid and one is an interior landmark not recommended for Nautical Charts.

Form 567 is also submitted for a new landmark which is also an aeronautical aid. This is a 1952 station identified during field edit.

Copies attached.

38. CONTROL FOR FUTURE SURVEYS

Forms 524 are submitted for ~~six (6)~~ seven (7) recoverable topographic stations established, and three (3) previous stations recovered. These stations are listed under item 49. Forms 524 filed in Div. Photogrammetry general files.

39. JUNCTIONS

Junction has been made and is in agreement on the South with T-9507, on the East with T-9504. To facilitate junction of future surveys with this survey, compilation has been extended one-half inch beyond the project limits to the North and to the West.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41. - 45.

Inapplicable.

46. COMPARISON WITH EXISTING MAPS

Survey No. T-9503 has been compared with:

(1) Corps of Engineers, Pleasantville, N. J. quadrangle, scale 1:62,500, published 1948.

(2) U.S.C. & G.S. Topographic Map No. T-5636 (1936) scale 1:10,000.

47. COMPARISON WITH NAUTICAL CHARTS

Survey No. T-9503 has been compared with U.S.C. & G.S. Chart No. 826, scale 1:40,000, published in June 1949, corrected to November 3, 1950.

Items to be applied to Nautical Charts:

None

Items to be carried forward:

None

Respectfully submitted

Jacqueline B. Phillips

Jacqueline B. Phillips
Carto. Photo. Aid

Approved and Forwarded

Hubert A. Paton

Hubert A. Paton
Comdr. C. & G.S.
Officer in Charge

Form T-2

50-

PHOTOGRAMMETRIC OFFICE REVIEW

T-9503

1. Projection and grids ✓ 2. Title ✓ 3. Manuscript numbers ✓ 4. Manuscript size ✓

CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy ✓ 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) ✓ 7. Photo hydro stations none 8. Bench marks ✓

9. Plotting of sextant fixes none 10. Photogrammetric plot report ✓ 11. Detail points ✓

ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline ✓ 13. Low-water line ✓ 14. Rocks, shoals, etc. none 15. Bridges ✓ 16. Aids to navigation ✓ 17. Landmarks ✓ 18. Other alongshore physical features ✓ 19. Other alongshore cultural features ✓

PHYSICAL FEATURES

20. Water features ✓ 21. Natural ground cover ✓ 22. Planetable contours ✓ 23. Stereoscopic instrument contours none 24. Contours in general ✓ 25. Spot elevations ✓ 26. Other physical features ✓

CULTURAL FEATURES

27. Roads ✓ 28. Buildings ✓ 29. Railroads ✓ 30. Other cultural features ✓

BOUNDARIES

31. Boundary lines ✓ 32. Public land lines none

MISCELLANEOUS

33. Geographic names ✓ 34. Junctions ✓ 35. Legibility of the manuscript ✓ 36. Discrepancy overlay ✓ 37. Descriptive Report ✓ 38. Field inspection photographs ✓ 39. Forms ✓

40. _____ (Reviewer) F. P. Thomas (Supervisor, Review Section or Unit)

41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

J.B. PHILLIPS (Compiler) Frank J. Tarega (Supervisor)

43. Remarks:

See noted to reviewer

M-2623-12

FIELD EDIT REPORT
Quadrangle T-9503
Project Ph-59(50)

Paul Taylor, Chief of Party

The field edit of this quadrangle was accomplished during the months of April and May, 1952.

51. METHODS

The quadrangle was inspected by traversing all passable roads by truck, and by walking to other areas which required a special inspection. In addition to visual inspection, standard surveying methods were used for corrections and additions.

All additions, corrections and deletions have been either indicated on the field edit sheets or referenced to the field photographs. A legend describing the symbols and colored inks used is shown on the field edit sheets.

Two 1:20,000 scale sheets are submitted with the field edit information.

52. ADEQUACY OF COMPILATION

The map compilation was adequate, with the exception of a few corrections and additions. In comparison with other quadrangles of this project, little new building construction is in progress.

A small revision has been made on the southern part of the urban limits of Pleasantville to include an area that has been completely built up since the original field work. This change is shown on the field edit sheet.

A portion of the White Horse ~~Turnpike~~ (U. S. Highway 30), between Absecon and Pomona, is now in the process of being widened. This will eventually be a four-lane heavy-duty highway. *The roads in the Atlantic City Watershed are restricted and therefore should be shown as class seven.

The City of Northfield is converting the old brick yard ruins in the southern portion of the sheet into a park. Little work has been accomplished at this date. The park will be known as BIRCH GROVE PARK.

*. Original field inspection classification restored subsequent to field edit. All roads except main highways within the ACWS are private and restricted.

F.H.M. 3/10/53

Two private airports are under construction in this area. At this time, all that has been accomplished has been the clearing of trees on the proposed sites. No boundary limits of the airports or landing strips are available, however, the cleared sections have been shown on the field photographs and referenced on the field edit sheet. The proposed names are "PLEASANTVILLE-SOMERS POINT AIRPORT" and "McGINNIS AIRPORT".

The radio mast, of station WOND at Pleasantville, was pricked direct on the field photograph. Forms 567, 524 and M-2226-12 are submitted.

One large "active" borrow pit has been shown. The present limits and its lowest elevation have been indicated in red on the field photographs.

53. MAP ACCURACY

The horizontal positions of the map detail appear to be good.

No standard vertical accuracy test was required for this sheet. The contours, however, were visually checked throughout the quadrangle and were found to adequately depict the terrain. Several small errors of contour expression were corrected. Short planetable traverses were run in a few questionable areas.

54. RECOMMENDATIONS

None.

55. EXAMINATION OF PROOF COPY

Mr. John M. Adams, civil engineer and surveyor, who has been a resident of the area for sixty years, states that he would be willing to examine a proof copy of this quadrangle for possible errors. Mr. Adams' address is: 729 North Main Street, Pleasantville, New Jersey.

56. BOUNDARIES

A portion of the boundary of the Atlantic City Naval Air Station was questioned on the discrepancy print. According to Mr. Young of the Public Works Association, the boundary is correct as shown along the power line. The Atlantic City Naval Air Station is proposing an expansion of its holdings. At present, no definite decisions have been made, but in all probability they will purchase some additional property from the Atlantic City Watershed area.

A part of the Hamilton-Egg Harbor township line was found to be in error. It has been correctly shown on the field edit sheet.

The Absecon Corporate limits were questioned on the discrepancy print for both the northern and southern portions of the sheet. Mr. John M. Adams, City Engineer of Absecon, was contacted and according to Mr. Adams and his tax maps, the corporate limits were found to be correct as shown.

The field editor has completely outlined, on the field edit sheet in blue, the limits of the Atlantic City Watershed. Information for the correct delineation of this boundary was obtained from records and maps of the Atlantic City Water Department and by checking questionable areas in the field. The area near the Laurel Memorial Park Cemetery, within the Atlantic City Watershed, is outlined in blue and is privately owned. It is not to be confused with the Watershed property.

6 May 1952
Submitted by:

Joseph K. Wilson,
Cartographer

19 May 1952
Approved by:

Paul Taylor
Lt. Comdr., USC&GS
Chief of Party

Form 567
April 1945

COAST PILOT SECTION

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

~~NONFLOATING AIDS~~ OR LANDMARKS FOR CHARTS

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

Pleasantville, New Jersey 19 May, 1952

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 _____

Paul Taylor
Chief of Party.

STATE New Jersey

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION LATITUDE ° ′	LATITUDE D.M. METERS	LONGITUDE ° ′	LONGITUDE D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
RADIO MAST	WOND Radio Station Mast Ht. 175 (178) ft.		39 23	806	74 30	1114	N. A. 1927	Photo Plot T-9503	May 1952		x		827

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.

10—51696-1 U. S. GOVERNMENT PRINTING OFFICE

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

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

Baltimore, Maryland October 19 52

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 H. Glaser

H. A. Paton
Chief of Party.

STATE New Jersey

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION LATITUDE ° ′	LAT. D.M. METERS	POSITION LONGITUDE ° ′	LONG. D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY No. T-9503	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
STANDPIPE	PLEASANTVILLE ht=90' (125')		39 24	304.7	74 31	1053.5	N.A. 1927	Photo Plot	1950		X	X	826 1217
TANK	PLEASANTVILLE WATER TANK (aluminum) ht = 145'		39 22	1232.2	74 32	362.9	"	Tri.	1932		X	X	"
* TOWER	MC KEE FIRE LOOKOUT TOWER ht = 110 (130)		39 26	550.7	74 31	87.8	"	Compu-tation	1950		X	X	826 1217 *

* Interior landmark- Not recommended for Nautical Charts.

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 [illegible] survey sheets. Information under each column heading should be given.

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

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

Baltimore, Maryland, October, 1952

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

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

Hubert A. Paton
Chief of Party.

STATE New Jersey

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION					METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
			LATITUDE		LONGITUDE		DATUM						
			° ′	D.M. METERS	° ′	D.P. METERS							
AIRWAY BEACON	Revolving light on steel tower ht = 51 (107)		39 27	55	74 34	672	N.A. 1927	T-9503-N Plot	1950		X		826

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.

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

~~NONFLOATING AIDS TO~~ LANDMARKS FOR CHARTS

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

Baltimore, Maryland September, 1952

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

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

H. A. Patton
Chief of Party.

STATE: New Jersey

CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION					METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
			LATITUDE		LONGITUDE		DATUM						
			° ′	D.M. METERS	° ′	D.P. METERS							
STACK	Red brick stack about 120' high (Razed)		39 24	1124	74 30	761	N. A. 1927				X	X	826 1217

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 [illegible] should be given.

48. GEOGRAPHIC NAMES

Absecon
Absecon Creek
Atlantic City Municipal Airport
Atlantic City Reservoir
Atlantic City Watershed
Atlantic County

Bargaintown
Black Horse Pike
Blackmans Branch

Cardiff
Cedar Branch
Cologne - Port Republic Road

Delilah Road

Egg Harbor Township
English Creek - Port Republic Road

Fire Road

Galloway Township
Germania

Hamilton Township

Jarrets Run
Jim Leeds Road

Lakes Bay
Laurel Memorial Park Cemetery
Little Meadow Run

Maple Run
Mill Branch
Mill Road (two applications)
Moss Mill Stream

North Branch Absecon Creek
Northfield
N.J. 4
N.J. 43
N.J. 48 Since Jan., 1953, only U.S. numbers used in N.J.

Absecon Highland Grange
Absecon Highland School
Atlantic City Cemetery
Atlantic County Farm
Beth Israel Cemetery

GEOGRAPHIC NAMES CONT'D.

Pine View Church
Pine Rest Hospital
Patrol Road
Rodef Shalom Cemetery

✓Patcong Lake
✓Pennsylvania Reading Seashore Lines
✓Pleasantville
✓Pleasantville Municipal Yacht Basin
✓Pomona

✓Shore Road
✓South Branch Absecon Creek

✓Tilton Road
U.S. 9
✓U.S. 30
✓U.S. 40
✓U.S. 322
✓U.S. Naval Air Station

✓Wescoat Road
✓White Horse Pike

Pike (Pike is used on Atlantic Co. Highway Map; N.J. State Guide)

Geographic names added after Field Edit:

✓Atlantic City Speedway
✓Birch Grove Park (under construction)
✓Mc Ginnis Airport (under construction)
✓Pleasantville - Somers Point Airport (under construction)
✓Verona Avenue (in Pleasantville)

Names approved
3-6-53. L. Heck

49. NOTES FOR THE HYDROGRAPHER

Nine recoverable topographic stations are shown on the manuscript and listed as follows:

MC KEE TOWN AZ MK (1932) 1950
TOWER 1950
TOWER ~~AERO BEACON~~, 1950
MON 1, 1950
MON 1-T, 1950
MON 1-N, 1950
CHIMNEY (Chimney School House) 1936
SPIRE (Absecon Pres. Church) 1935
STANDPIPE (Standpipe, Pleasantville) 1935

A tenth recoverable topographic station, ~~R~~ TOWER 1952, identified by the field edit, is also shown on the manuscript.

Review Report T-9503
Topographic Map
10 March 1953

62. Comparison with Registered Topographic Surveys.-

T- 142	1:20,000	1840-41
T-1166	"	1869-70
T-2455	"	1899
T-5636	1:10,000	1932
T-5638	"	1932

T-9503 supersedes all the above surveys in common areas.

63. Comparison with Maps of Other Agencies.-

Pleasantville, N.J., U.S.E. 15' quadrangle, 1:50,000, 1948 (also published at scale 1:62,500).

Differences between the U.S.E. quadrangle and T-9503 are mainly cultural changes which have occurred subsequent to the publication of the U.S.E. quadrangle. Contours and isolated tops appear to have been developed more fully on T-9503 than on the U.S.E. quadrangle.

64. Comparison with Contemporary Hydrographic Surveys.- None

65. Comparison with Nautical Charts.-

826, 1:40,000, Intracoastal Waterway, ed. 1951, corr. to 6/9/52.
1217, 1:80,000, ed. 1948, corr. to 2/13/50.

A radio mast at approximately latitude 39° 23.4' and longitude 74° 30.8' does not appear on the charts. Refer to item 52 of the field edit report.

66. Adequacy of Results and Future Surveys.-This map complies with all instructions and is adequate as a base for hydrographic surveys and the construction of nautical charts. This map complies with the National Standards of Accuracy.

Reviewed by:

K. N. Maki

K. N. Maki

APPROVED:

L. C. Lande
Chief, Review Section
Div. of Photogrammetry

H. A. Edmonston
Chief, Nautical Chart Branch
Division of Charts GFC

Lee Swanson
Chief, Div. of Photogrammetry WJSK
3 February, 1956

Earl O. Heaton
Chief, Div. of Coastal Surveys

History of Hydrographic Information
Quadrangle T-9503
New Jersey

Hydrography was applied to the map manuscript in accordance with Division of Photogrammetry General Specifications dated 18 May 1949.

Soundings and depth curves in feet at mean low water datum originate with the following:

USC&GS Hydrographic Survey H-6230,
1:10,000, 1936-7
Nautical Chart 826, 1:40,000,
corrected to 6-9-52.

Hydrography was compiled by K.N. Maki and verified by O. Svendsen on 15 September 1953.

K. N. Maki
18 August 1953

NAUTICAL CHARTS BRANCH

SURVEY NO. T-9503

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
7-53	1216	Henderson	~~Before~~ After Verification and Review Partially applied. D
			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
			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.