

# 9508

Diag. Cht. No. 1217-2

Form 504

## U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

### DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. Ph-59 (49) Office No. T-9508

#### LOCALITY

State New Jersey

General locality Atlantic County

Locality Brigantine

194 52

#### CHIEF OF PARTY

Harry F. Garber, Chief of Party

Hubert A. Paton, Baltimore Photo, Office

#### LIBRARY & ARCHIVES

DATE May 2, 1956

9-1870-1 (1)

# 9508

## DATA RECORD

T - 9508

Project No. (II): **Ph-59(49)**

Quadrangle Name (IV):

Field Office (II): **Pleasantville, New Jersey**Chief of Party: **H. F. Garber**Photogrammetric Office (III): **Baltimore, Maryland.**Officer-in-Charge: **H. A. Paton**Instructions dated (II) (III): **26 May 1950**  
**22 June 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):

Date reported to Nautical Chart Branch (IV): **2-7-52**Applied to Chart No. **1217**Date: **8/53**

Date registered (IV):

**2-8-56**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 waterReference Station (III): **VENTNOR, 1932.**Lat.: **39° 20' 15.046" (464.0m)** Long.: **74° 28' 57.493" (1376.8m)**

Adjusted

~~XXXXXXXXXX~~

Plane Coordinates (IV):

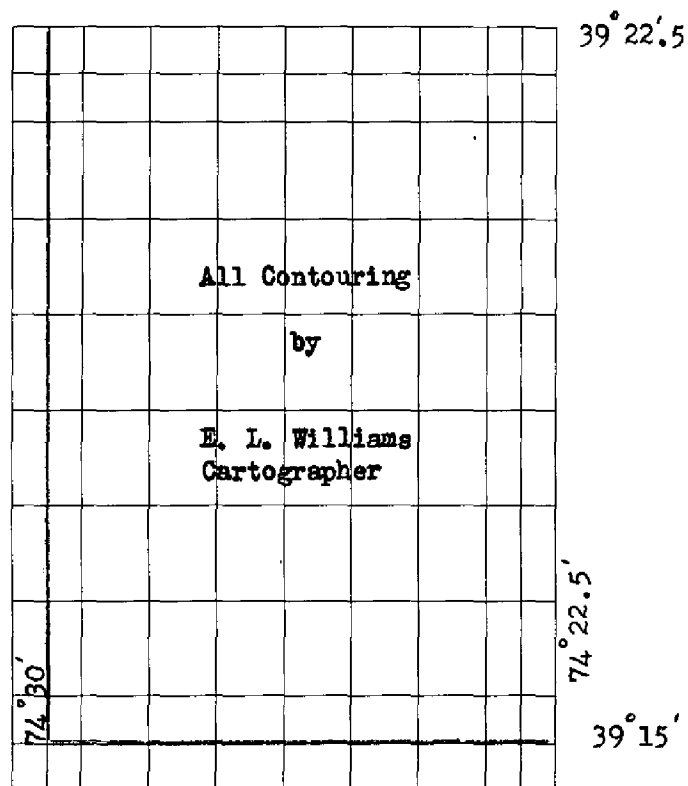
State: **New Jersey** Zone: **—**

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.



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

## DATA RECORD

Page 3

Field Inspection by (II): E. L. Williams, Cartographer, and  
R. G. Holland, Topographic Engineer

Date: June 1950  
June-Aug. 1950

Planetable contouring by (II): E. L. Williams

Date: June 1950

Completion Surveys by (II): Joseph K. Wilson

Date: Mar. 1952

Mean High Water Location (III) (State date and method of location): 4/16/50; Field inspection

Projection and Grids ruled by (IV): T.L.J.

Date: 1-8-51

Projection and Grids checked by (IV): H.D.W.

Date: 1-16-51

Control plotted by (III) J.C. Richter

Date: 4-12-51

Control checked by (III): R. Hartley

Date: 5-9-51

Radial Plot or Stereoscopic  
Control extension by (III): F. Tarcza

Date: 5-29-51

Stereoscopic Instrument compilation (III):  
Planimetry  
Contours

Date: —

Date: —

Manuscript delineated by (III): J. Honick

Date: 9-21-51

Photogrammetric Office Review by (III): R. Glaser

Date: 1-22-52

Elevations on Manuscript  
checked by (II) (III): R. Glaser

Date: 1-22-52

U.S.C. & G.S. Single lens, wide angle Type "0"  
Camera (kind or source) (III): Camera, focal length 6"

Page 4

Number	Date	Time	Scale	Stage of Tide above MLW
50-0-894 to 50-0-896 incl.	4/16/50	1221-1222	1:10,000	-0.2 ocean
50-0-890 to 50-0-892 incl.	4/16/50	1210-1211	1:10,000	(0.6 (-0.2 ocean
50-0-852 to 59-0-856 incl.	4/16/50	1147-1148	1:10,000	(0.8 (0.0 ocean
50-0-359 to 50-0-371 incl.	4/8/50	0959-1003	1:10,000	2.7 ocean

Tide (III)  
From Predicted Tide Tables

Reference Station: Sandy Hook  
Subordinate Station: Atlantic City Steel Pier  
Subordinate Station: Beach Thorofare (Shelter Island)  
Subordinate Station: Beach Thorofare (R.R. Bridges)  
Washington Office Review by (IV): K. N. Mak

Ratio of Ranges	Mean Range	Spring Range
	4.6	5.6
0.9	4.1	5.0
0.8	3.9	4.7
0.8	3.8	4.6

Date: 10-26-53

Final Drafting by (IV): *Ronald Hopkins* T-9508

Date: 5/17/55

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

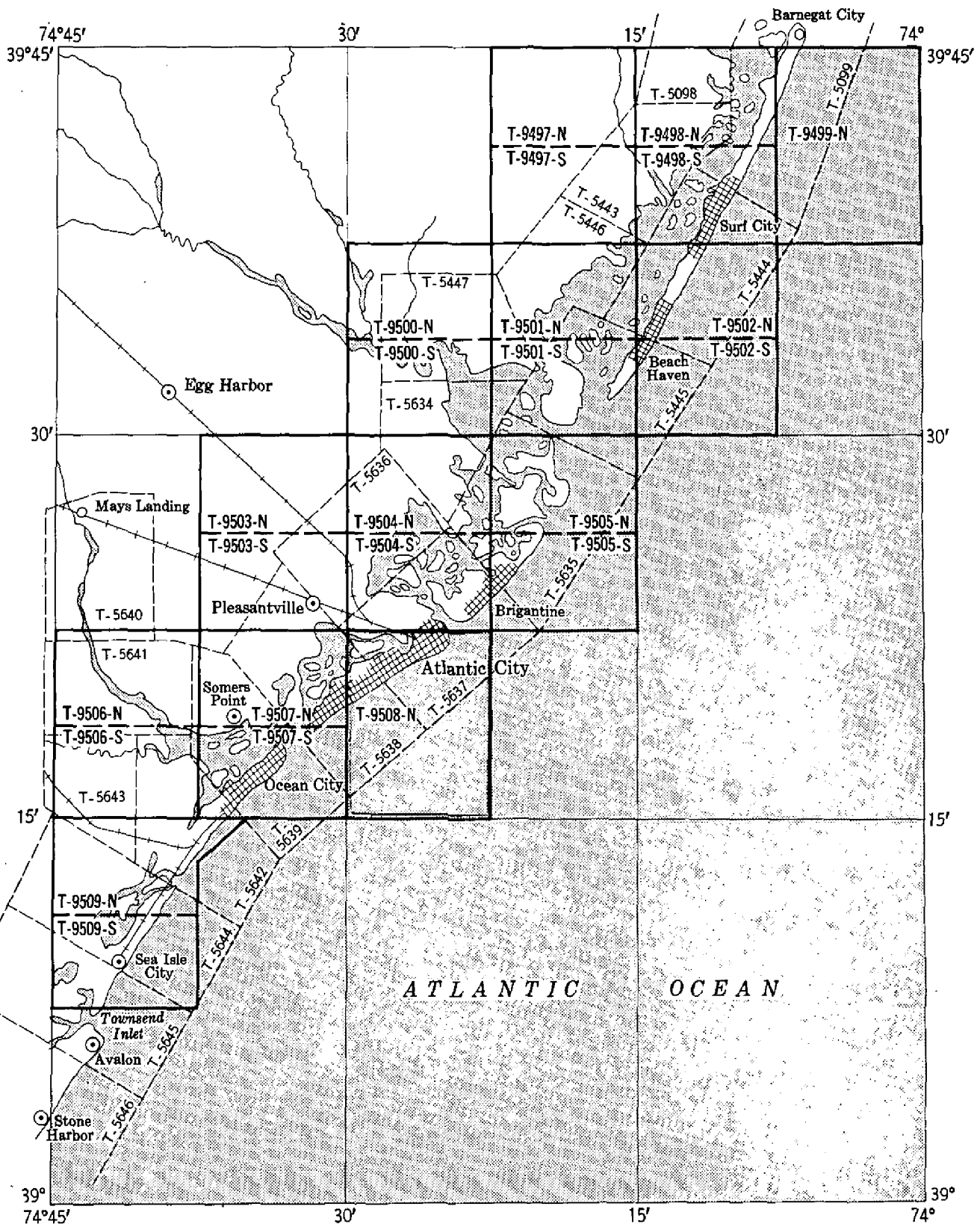
Date:

Land Area (Sq. Statute Miles) (III): 9  
Shoreline (More than 200 meters to opposite shore) (III): 24 statute mi  
Shoreline (Less than 200 meters to opposite shore) (III): 11 statute mi  
Control Leveling - Miles (II):  
Number of Triangulation Stations searched for (II): 38 Recovered: 28 Identified: 10  
Number of BMs searched for (II): 44 Recovered: 35 Identified: 33  
Number of Recoverable Photo Stations established (III): 4  
Number of Temporary Photo Hydro Stations established (III):

Remarks:

Previous recoverable topographic stations searched for: 30  
recovered: 23

## 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

## Summary to Accompany Descriptive Report T-9508

Topographic map T-9508 is one of 13 similar maps in project Ph-59(50). This project covers the New Jersey coast from Townsend Inlet north to Barnegat City. This map was compiled entirely by graphic methods. The field operations preceding compilation included complete field inspection, the establishment of some additional horizontal control and the determination of numerous elevations for planetable contouring. The compilation was at a scale of 1:10,000. The manuscript consists of one sheet  $3\frac{3}{4}'$  in latitude by  $7\frac{1}{2}'$  in longitude. The south half is all water area. 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  $7\frac{1}{2}$  minute topographic quadrangle. The registered copies under T-9508 will include one one-half quadrangle cloth-mounted print at scale 1:10,000 identified as T-9508 N and a complete  $7\frac{1}{2}'$  quadrangle cloth-mounted color print at scale 1:24,000. Hydrographic information furnished by this Bureau, depth curves and soundings, will be included on the color print.

FIELD INSPECTION REPORT  
 QUADRANGLE T-9508  
 39. 15/74-30  
 Project Ph-53(49)

Harry F. Garber, Chief of Party

The field work for this quadrangle was done in accordance with the Director's Instructions, Project Ph.-59(49), Field, dated 26 May, 1950, and other instructions as noted herein. The field work was accomplished by the following personnel:

<u>Name and Title</u>	<u>Phase</u>	<u>Date</u>
R. G. Holland	Horizontal and vertical control recovery and identification and shoreline inspection	June, 1950
E. L. Williams	Horizontal and vertical control recovery and identification, shoreline inspection, interior inspection, and contours	June-August, 1950

## 2. AREAL FIELD INSPECTION

Absecon Island contains the municipalities of Atlantic City, Ventnor City, Margate City, and Longport. These municipalities constitute one of the most intensively developed seaside resort areas in the United States. Of these, Longport and part of Margate City are not in this quadrangle.

To the west of urban Absecon Island are Great Island and several other marshy islands all of which locally are called meadows. Three highways cross these meadows connecting Atlantic City to the mainland. In addition, there are highway connections with Brigantine Beach on the north and Ocean City on the south. The Pennsylvania-Reading Seashore Lines gives railway connections to all eastern metropolitan centers. Regular bus service and plane service is also maintained.

Atlantic City was incorporated in 1854. It now has a permanent population of 61,642 (1950 census) and an annual visiting population of 13,139,000.

The Boardwalk in Atlantic City is a wooden walkway set on piles 30 feet long, averaging six (6) feet in height above the sand. It parallels the ocean front for almost five (5) miles and at places is sixty (60) feet wide. The Atlantic City Auditorium, one of the largest convention halls today, seats 41,000 in its main auditorium. This building and many large skyscraper-like hotels and amusement piers are along the ocean front.



All enterprises in the city have direct connection with the city's role as a resort. Candy manufacturing, fishing, yacht docks, marine railways and machine shops, and food processing are some of these industries.

Ventnor City and Margate City are primarily residential suburbs of Atlantic City.

### 3. HORIZONTAL CONTROL

All known horizontal control stations were searched for and reported on form 526.

(a) The following intersection stations were established by three-point theodolite fixes:

ABSECON BREAKWATER INLET LIGHT  
ATLANTIC CITY LIGHT

(c) Control established by the New Jersey Geodetic Control Survey and the U. S. Engineer Department was used in addition to that of the U. S. Coast and Geodetic Survey. No datum adjustments were made.

(e) The following stations were reported "Lost" on Form 526:

GAS, 1935  
LIGHT, 1935  
MAGNETIC, 1935  
"A" (ABSECON INLET) U.S.E.D., 1941  
ESSO (ABSECON INLET) U.S.E.D.  
MON.1828 (N.J.G.C.S.), 1934  
MON.1879 (N.J.G.C.S.), 1940  
MON 4840 (N.J.G.C.S.), 1937  
MON4841 (N.J.G.C.S.), 1937  
MON.10896 (N.J.G.C.S.), 1940

Reference mark No. 2 GAS, 1935 was identified for use in control of the plot. It was possible to get a check measurement from the station mark which was lying uprooted at the station site. It was assumed, therefore, that R.M. No. 2 was suitable for use in control of the plot.

### 4. VERTICAL CONTROL

All known vertical control was searched for and reported on form 685 A.

Maps showing curb elevations in Atlantic City, Ventnor City, and Margate City were obtained from Mr. George R. Swinton, Atlantic City engineer, and from Mr. J. I. Somers, engineer for Ventnor and Margate Cities. These curb elevations were checked in the immediate vicinity of every bench mark in the cities. Datum adjustments were made using this data and the elevations inked on the photographs.

(a) A list of all bench marks of third-order or higher accuracy is as follows:

<u>Designation</u>	<u>Establishing Agency</u>	<u>Order</u>
ATLANTIC CITY BASIC BENCH MARK	U.S.C.&G.S.	Tidal Bench Marks
" " T.B.M. F-4	"	"
" " T.B.M. 18	"	"
" " " 23	"	"
" " " 26	"	"
" " " 27	"	"
" " " 28	"	"
" " " 30	"	"
" " " 31	"	"
" " " 32	"	"
BEACH THOROFARE T.B.M.1 (OPPOSITE SHELTER ISLAND)	"	"
BEACH THOROFARE T.B.M.2	"	"
CHELSEA T.B.M. 2	"	"
CHELSEA T.B.M. 3	"	"
MON 1800	N.J.G.C.S.	2nd Order
MON 1801 A	"	"
MON 1829	"	"
RVH1886	"	"
RB 1887	"	"
MON 4818	"	"
" 4819	"	"
" 4838	"	"
" 4839	"	"
" 4842	"	"
" 4843	"	"
" 4844	"	"
" 4845	"	"
" 4846	"	"
" 4847	"	"
# 4848	"	"
" 4849	"	"
" 4850	"	"
" 4851	"	"
" 4854	"	"
" 4855	"	"

### 5. CONTOURS AND DRAINAGE

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

In the residential sections of Atlantic City, Ventnor, and Margate many of the homes are built on high terraces which extend around the house. Only the more extensive terraces which are above ten (10) feet were contoured. All planetable work was started at bench marks and the supplementary curb elevations were used as check elevations.

## 6. WOODLAND COVER

Woodland cover was classified in accordance with current instruction.

## 7. SHORELINE AND ALONGSHORE FEATURES

(a) The mean high water line along the ocean was determined by measuring from identifiable points on the photographs to determine which of several obvious lines caused by storm and high water was actually the mean high water line.

The mean high water line along the west side of Absecon Island coincides with the bulkheads delineated on the photographs except for short stretches where the bulkheads are in ruins or destroyed.

(b) Low water was determined when the field inspector was inspecting shoreline at time of low water.

(c) The foreshore along the ocean is sand with many wooden and rock groins, seven large piers, and many temporary cabanas, which are removed after the summer tourist season.

(e) Heinz pier which is shown on many maps has been completely removed. The Garden Pier is being remodeled. Piles extending off-shore from the Central Pier and Steeplechase Pier were, at one time, the foundations for the portion of these piers which burned down and were not replaced.

Numerous private docks, wharfs, and piers line the west shores of Absecon Island. Many stretches of water front are completely built up with these structures.

(f) The submarine cable crossing Great Thorofare at the Atlantic City Municipal Airport has no warning sign. The position of the cable can be determined by inquiring of the U.S. Coast Guard Telephone Section Supervisor at 35 S. Annapolis Avenue in Atlantic City.

## 8. OFFSHORE FEATURES

A wreck of a small fishing boat in Beach Thorofare was found between the railroad bridges to the south and the bascule bridge on Rt. 30 to the north. About two (2) feet of the cabin is visible above mean high water.

## 9. LANDMARKS AND AIDS

A special Report on Non Floating Aids to Navigation and Landmarks for Charts for the southern portion of Project Ph-59 (49) has been submitted by Harry F. Garber, Chief of Party. Chart Division

(c) The triangulation station RITZ OBSTRUCTION BEACON, 1931 is an aeronautical aid.

## 10. BOUNDARIES, MONUMENTS, AND LINES

This will be the subject of a special report to be submitted by R. L. McGlinchey, Cartographic Survey Aid. Filed in Division of Photogrammetry general files.

11. OTHER CONTROL See item 49.

Recoverable topographic stations are:

FLAGPOLE VENTNOR PIER, 1935  
HADDON HALL SOUTH FINIAL, 1935  
MAIN DOME BLENHEIM, 1935  
N.E. COR. MILLION DOLLAR PIER, 1935  
N. E. COR. GARDEN PIER, 1935  
N. E. COR. HACKNEY'S PIER, 1935  
N. E. COR. PAVILION, 1935  
PIN (CHIMNEY), 1936  
RED BRICK CHIMNEY, 1935  
RHO, 1936  
S.E. COR. PRESIDENT HOTEL, 1935  
S.W. COR. COLONNADE CONVENTION HALL, 1935  
STEEL U.S.E.D., 1935  
THICK BLACK STAND PIPE, 1935  
TRAYMORE DOME NORTH, 1935  
TRAYMORE DOME SOUTH, 1935  
WATER TANK A.C. HOSPITAL, 1935

12. OTHER INTERIOR FEATURES

Roads and buildings were classified in accordance with the current instructions.

Or Bridge and cable data are recorded on the photographs. All bridge data is in good agreement with that given in the "List of Bridges over Navigable Waters of the U.S." except in one instance. For the report to the Local District Engineer see that attached to the Field Inspection Report for Quadrangle T9507.

13. GEOGRAPHIC NAMES

This will be the subject of a special report to be submitted by M. W. Smith, Cartographic Survey Aid. Filed in the Geographic Names Section, Div. of Charts.

14. SPECIAL REPORTS AND SUPPLEMENTAL DATA

In addition to the three special reports already mentioned, maps showing curb elevations in Atlantic City, Ventnor City, and Margate City, and a print showing the Atlantic City Railroad Yards are submitted.

October 1950  
Submitted by:

*E. L. Williams*  
E. L. Williams  
Cartographer

October 1950  
Approved:

*Harry F. Garber*  
Harry F. Garber  
Chief of Party

PHOTOGRAMMETRIC PLOT REPORTPROJECT PH-59(50)SURVEYS T-9500, T-9504, and T-950821. AREA COVERED

This radial plot covers the areas of Surveys T-9500, T-9504 and T-9508, a part of Project Ph-59(50). It includes the areas of, and between, Atlantic City and Gretna, 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 substitute stations were plotted using 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 inches). They were ratioed prints, scale 1:10,000, the contact scale being 1:24,000. Sixty-five (65) photographs were used. They are numbered as follows:

50-0-852 to 50-0-871 incl.  
50-0-878 to 50-0-892 incl.  
50-0-894 to 50-0-910 incl.  
50-0-920 to 50-0-932 incl.

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. Since the radial plot for surveys on the east had been completed previously, the positions of pass points along the junction line, longitude 74° 22' 30", and positions of the photograph centers of the easternmost flight, Nos. 920 to 932 incl., were transferred to the base sheets. These were laid first, then the next adjoining flight was adjusted. As mentioned in the previous radial plot report for Survey T-9505, SUB. PT. SHACK, 1935 could not be held. At first, SUB. PT. BUM (USE) 1946 could not be held. Investigation revealed that the distance had been recorded wrong by the field party. The distance was read in both feet and meters and the two readings were reversed on the pricking card. This substitute point was replotted and held in the final assembly of the templets. There is no control along the junction of the northern half of T-9504 with T-9503 to the west and it was necessary to

bridge this gap and hold common pass points on the next flight to the east. There was a similar lack of control along the western side of Survey T-9500. When an attempt was made to bridge this to the three control points at the northwest corner of the survey, common pass points with the next flight to the east could not be held. The flight was relaid holding common pass points and it was found that Picture Points Nos. 4, 5, and 6 on a traverse line were about 120 meters east of the radially-plotted position. The discrepancy was found to be due to an error in computations of the traverse in the field. These control points were replotted and held in the final assembly of the radial plot.

### 23. ADEQUACY OF CONTROL

There is adequate control in most areas covered by this radial plot. The southern area in and near Atlantic City has abundant control. As previously mentioned there were two gaps which were bridged along the western sides of Surveys T-9500 and T-9504, but a satisfactory plot was obtained. When the next radial plot, which will include Survey T-9503, is completed, the area along the junction with T-9504 will be strengthened by the next flight to the west which has more control. The radial plot was extended slightly beyond control in the northern part of Survey T-9500. Also in this survey the identification of GREAT, 1935, would have been desirable. This is the only station in the area north of Great Bay, at the southeast corner of the survey, and the monuments along the road in the northeast area. TUCKERTON RADIO TOWER, 1931, in Survey T-9501 is on the flight line. An attempt was made to identify GREAT, 1935, in the office but the description is not detailed enough for accurate pricking. No radially-plotted position was established for this station.

There was also a small discrepancy at MON. 4818, 1936 which was pricked direct. This is probably due to difficult identification and no radially-plotted position was established. There is sufficient other control in this area.

SUB. PT. BUM, (USED) 1946 - The radially-plotted position in the preliminary plot was about 3 mm northwest. The error was found to be due to an error in recording the distance to the substitute station by the field party. The distance was measured in both meters and feet and these were found to be reversed. The station was replotted and held.

Picture Points Nos. 4, 5, and 6 on the GSA traverse at the northwest corner of Survey T-9500 could not be held in the preliminary plot. The radially plotted positions were about 12 mm northwest. This discrepancy was found to be due to an error in computations of the traverse in the field when a distance 400 feet less than measured was used in computations. The traverse was recomputed, the control stations were replotted and the radial plot was reassembled holding these three stations.

SUB. PT. SHACK, 1935 - the radially-plotted position falls 1.0 mm north of the geographic position. No definite reason could be found for this discrepancy. It may be due partly to identification and selection of the substitute point on the ground. The area is the end of shell embankment of an abandoned railroad bed where it fades out in mud. It is possible that

some of the area that is shell mixed in mud does not photograph white.

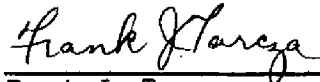
24. SUPPLEMENTARY DATA

No graphic control surveys were used to control this radial plot. Although there were several topographic stations within the area of Survey T-9508, their positions were established in this radial plot. The previous positions were established in 1935 and 1936. See item 49.

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



Frank J. Tarcza  
Photogrammetric Engineer

n

No.	Control Station	Identification
1.	MON. 4813 (NJGCS), 1936	Direct
2.	STANDPIPE, MARGATE, 1936 (Topo)	Direct
3.	CHIMNEY, SCHOOL HOUSE, 1936 (Topo)	Direct
4.	MON. 4818 (NJGCS), 1936	Direct
5.	MON. 4819 (NJGCS) 1936	None
6.	VENTNOR, 1932	R.M.2.
7.	MON. 4838 (NJGCS), 1937	None
8.	MON. 4839 (NJGCS) 1937	Sub.Pt.
9.	LAKE, 1946	Sub. Pt.
10.	MON. 4842 (NJGCS) 1937	Sub. Pt.
11.	MON. 4843 (NJGCS) 1937	None
12.	MON. 4844 (NJGCS), 1937	None
13.	RITZ AERO BEACON, 1931	Direct
13.	RITZ, 1931	None
14.	MON. 4845 (NJGCS), 1937	None
15.	MON. 1829 (NJGCS) 1934	None
16.	MON. 4846 (NJGCS), 1937	Sub. Pt.
17.	MON. 4847 (NJGCS), 1937	None.
18.	ATLANTIC CITY, CLARIDGE HOTEL DOME, 1932	Direct
19.	SE DOME, STEEL PIER (USE) 1946	Direct
20.	MON. 4848 (NJGCS), 1937	None
21.	ATLANTIC CITY LT., 1950	None
22.	ABSECON LT., 1867	Direct
23.	MON. 4849 (NJGCS), 1937	None
24.	MON. 4850 (NJGCS), 1937	None
25.	MON. 4851 (NJGCS), 1937	None
26.	MON. 1800 (NJGCS), 1934	None
27.	MON. 4855 (NJGCS), 1937	None
28.	MON. 4854 (NJGCS) 1937	None
29.	DISK 1801 A (NJGCS), 1934	None.
30.	GAS, 1935	Sub.Pt., R.M. 2
31.	MON. 10897 (NJGCS) 1940	None
32.	MON. 10898 (NJGCS) 1940	None
33.	MON. 13800 (NJGCS), 1940	None
34.	MON. 1881 (NJGCS), 1934	None
35.	MON. 1882 (NJGCS) 1934	None
36.	MON. 1889 (NJGCS) 1935	Sub. Pt.
37.	PLEASANTVILLE, MAMELL MON. WORKS WATER TANK (BLACK) 1932	Direct
38.	STANDPIPE, PLEASANTVILLE, 1935 (Topo)	Direct
39.	MON. 7823 (NJGCS), 1939	Sub. Pt.
40.	MON. 1883 (NJGCS), 1934	None
41.	MON. 1885 (NJGCS), 1934	None
42.	MON. 1886 (NJGCS), 1934	Sub. Pt.
43.	ATLANTIC, 1932	Sub. Pt.
44.	COAST. GUARD FLAG TOWER (USED), 1941	Direct
45.	"B" ABSECON INLET, 1946	None



No.	Control Station	Identification
46.	BEACHES, 1935	Sub. Pt. R.M.2
47.	KILLER (USED) 1946	None
48.	SALT (C&N), 1935	Sub. Pt.
49.	CHANNEL (USE), 1935	Sub. Pt. R.M.4
50.	BRIGANTINE BEACH WATER TANK (SOUTH OF) 1932	Direct
51.	CIRCLE, 1932	None
52.	MON. 4820 (NJGCS), 1936	None
53.	MON. 4821 (NJGCS), 1936	Direct
54.	HOTEL, 1931	None
55.	MON. 4822 (NJGCS), 1936	Direct
56.	MON. 4832 (NJGCS), 1936	Direct
57.	MON. 4831 (NJGCS), 1936	Sub. Pt.
58.	DIRTY (C&N) 1935	None
59.	SHACK (C&N) 1935	Sub. Pt.
60.	BUM (USED) 1946	Sub. Pt.
61.	PASS, 1935	None
62.	STEELMAN 2, 1932	None
63.	STEELMAN, 1886	None
64.	MON. 1844 (NJGCS) 1934	Sub. Pt.
65.	MON. 7813 (NJGCS) 1939	None
66.	MON. 7814 (NJGCS) 1939	None
67.	MON. 1843 (NJGCS) 1934	None
68.	ABSECON PRESBYTERIAN CHURCH, 1935 (Topo)	Direct
69.	MON. 10802 (NJGCS) 1940	Sub. Pt.
70.	MON. 1845 (NJGCS), 1934	None
71.	SEAVIEW COUNTRY CLUB STANDPIPE, 1935	Direct
72.	SEAVIEW COUNTRY CLUB STACK, 1935	None
73.	MON. 1846 (NJGCS), 1934	None
74.	FLY, 1931	Sub. Pt.
75.	GRASSY, 1935	Sub. Pt. R.M.2
76.	BLEV (USED), 1946	None
77.	THEM (USED), 1946	Sub. Pt.
78.	BIG SHAD (C&N) 1935	Sub. Pt.
79.	MON. 1847 (NJGCS), 1934	Sub. Pt.
80.	MON. 1848 (NJGCS), 1934	None
81.	MON. 4808 (NJGCS), 1935	None.
82.	MON. 4809 (NJGCS), 1935	None
83.	KNOLL, 1931	Sub. Pt.
84.	LEEDS POINT, 1867	None
85.	MAIN, 1935	Sub. Pt.
86.	OYSTER, 1935	Sub. Pt.
87.	GREAT, 1935	None
88.	TUCKERTON RADIO, 1932	None
89.	TUCKERTON RADIO TOWER-780' MAIN TOWER OF RCA, 1931	Direct
90.	AKIMBO, 1935	Sub. Pt.

No.	Control Station	Identification
91.	NACOTE, 1935	None.
92.	MON. 1851 (NJGCS), 1934	None
93.	MON. 1852 (NJGCS), 1934	None
94.	52 SA-P.P.No.1.	Direct
95.	52SA-P.P. No.2	Direct
96.	52SA-P.P.No.3	Direct
97.	52SA-P.P.No.4	Direct
98.	52SA-P.P.No.5	Direct
99.	MULLICA, 1935	Sub.Pt.
100.	LONG, 1935	None
101.	MON. 10853 (NJGCS), 1941	None.
102.	HOWELL, 1935	None
103.	MON. 10852 (NJGCS), 1941	None
104.	MON 10851 (NJGCS), 1941	Sub. Pt.
105.	MON. 10850 (NJGCS), 1941	None
106.	MON. 10849 (NJGCS), 1941	None
107.	MON, 10848 (NJGCS), 1941	None
108.	MON. 1853 (NJGCS), 1937	None
109.	MON. 1854 (NJGCS), 1937	None
110.	MON. 7832 (NJGCS) 1940	None
111.	GRETNA, 1932	Sub. Pt.
112.	MON. 7833 (NJGCS) 1940	None
113.	MON. 7835 (NJGCS) 1940	None.
114.	MON. 7836 (NJGCS) 1940	None
115.	MON. 7837 (NJGCS) 1940	None.
116.	MON. 7870 (NJGCS) 1940	Sub. Pt.
117.	MON. 7871 (NJGCS) 1940	None
118.	MON. 2264 (NJGCS) 1935	None
119.	MON. 2263 (NJGCS) 1935	Sub. Pt.
120.	MON. 7872 (NJGCS) 1940	None
121.	MON. 7873 (NJGCS), 1940	Sub.Pt.
122.	POINT 4807 (NJGCS) 1940	None
123.	MON. 2261, 1935	Sub. Pt.
124.	GSA- P.P. No. 1	Direct
125.	MON. 10858 (N.J.GCS) 1941	None
126.	GSA P.P. No. 2	Direct
127.	GSA P.P. No. 3	Direct
128.	GSA P.P. No. 4	Direct
129.	GSA P.P. No. 5	Direct
130.	GSA P.P. No.6	Direct



MAP T-9508 PROJECT NO. Ph-59(50) SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR $\mu$ -COORDINATE LONGITUDE OR $x$ -COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS	
					FORWARD	(BACK)		FORWARD	(BACK)	FORWARD	(BACK)
ABSECON LIGHT 1867	G-1346 Pg 39	N.A. 1927	39 21 58.343 74 24 52.376					1799.2 (51.1)			
ATLANTIC CITY CLARIDGE HOTEL DOCK, 1932	G-1447 31	"	39 21 26.671 74 25 55.913					1253.8 (182.5) 822.5 (1027.8) 1338.7 (97.8)			
VINTHUR, 1932	-447 Page 19	"	39 20 15.046 74 28 57.493					464.0 (1386.3) 1376.8 (60.1)			
RIE, 1931	G-1249 13	"	39 21 09.808 74 26 38.692					302.5 (1547.8) 926.4 (510.2)			
RIE, 1931	G-1346 39	"	39 21 09.739 74 26 38.701					300.3 (1550.0) 926.6 (510.0)			
"B" (ABSECON INLET) 1946	U.S.E. TRIV. ED COORD.		196,945.85 2,067,415.37 191,089.64					503.1 (930.9) 736.2 (787.8) 332.1 (1191.9)			
LAKE, 1946	"		2,048,254.38					991.9 (532.1)			
MON. 1800 (NJGCS) 1934	Desc. Mon.		196,334.29 2,064,927.47 197,002.76					406.7 (1117.3) 1502.0 (22.0) 610.4 (913.6)			
DISK 1801 A (NJGCS) 1934	"		2,063,351.64					1021.6 (502.4)			
MON 1829 (NJGCS) 1934	"		191,473.43 2,062,567.79					449.1 (1074.9) 782.7 (741.3)		Pg 36	
MON. 4818 (NJGCS) 1936	"		181,675.74					510.8 (1013.2)		13	
MON. 4819 (NJGCS) 1936	"		2,049,552.22 182,584.12 2,050,998.62					1387.6 (136.5) 787.6 (736.4) 304.4 (1219.6)			

MAP T. 9508

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		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)
MON. 4838 (NJGCS) 1937	Description of Mon. N.A. 1927		184,296.92				1302.7	(214.3)		
			2,053,729.13				1136.7	(387.3)		
MON. 4839 (NJGCS) 1937	"	"	184,931.04				1503.0	(21.0)		
			2,054,726.24				1440.6	(83.4)		
MON. 4842 (NJGCS) 1937	"	"	188,220.22				981.5	(542.5)		
			2,059,959.33				1511.6	(12.4)		
MON 4844 (NJGCS) 1937	"	"	189,888.42				1490.0	(34.0)		
			2,062,008.29				612.1	(911.9)		
MON 4845 (NJGCS) 1937	"	"	190,430.77				131.3	(1392.7)		
			2,063,041.11				927.0	(597.0)		
MON 4846 (NJGCS) 1937	"	"	191,180.43				359.8	(1164.2)		
			2,064,467.21				1361.6	(162.4)		
MON. 4847 (NJGCS) 1937	"	"	191,924.30				586.5	(937.5)		
			2,065,888.66				270.9	(1253.1)		
MON. 4848 (NJGCS) 1937	"	"	192,664.24				812.1	(711.9)		
			2,067,306.85				703.1	(820.9)		
MON. 4849 (NJGCS) 1937	"	"	193,612.48				1101.1	(422.9)		
			2,069,117.86				1255.1	(268.9)		
MON. 4850 (NJGCS) 1937	"	"	195,061.05				18.6	(1505.4)		
			2,068,358.49				1023.7	(500.3)		
MON. 4851 (NJGCS) 1937	"	"	196,485.38				452.7	(1071.3)		Page
			2,067,616.54				797.5	(726.5)		13
MON 4843 (NJGCS) 1937	"	"	189,187.20				1276.3	(247.7)		
			2,060,677.43				206.5	(1317.5)		

1 FT. = 3048006 METER

COMPUTED BY J.G. Richter

DATE 13 Dec. 1950

CHECKED BY M.F. Kirk

DATE 5 Jan. 1951

M. 2388-12





COMPILATION REPORT, T-9508

31. DELINEATION

This manuscript was compiled by graphic methods.

32. CONTROL

Horizontal control was adequately spaced.

The identification by the field party for Atlantic City Lt., 1950, does not hold computed position. The image pricked by field party is believed to be steps leading from boardwalk. See item 52.

33. SUPPLEMENTAL DATA

Corps of Engineers, Atlantic City, N.J. quadrangle, scale 1:62,500, dated 1940-41, was used for geographic names.

Pa. Reading Seashore Lines, Atlantic City Yards, Penred to Passenger Terminal, dated December 1946 was used for layout of railroad yards.

Esso map of N.J. dated 1 50 was used to verify route numbers. It was also used in conjunction with a map of Atlantic County, N.J. 1949 and planimetric maps T-5637 and T-5638 to supplement names.

34. CONTOURS AND DRAINAGE

No comment

35. SHORELINE AND ALONGSHORE DETAILS

The low-water line was delineated from information on the field photographs.

Shoal areas were delineated from interpretation of the photographs.

The shoreline inspection was adequate.

36. OFFSHORE DETAILS

No comment.



37. LANDMARKS AND AIDS

No comment.

38. CONTROL FOR FUTURE SURVEYS

Refer to item No. 24 Photogrammetric Plot Report.

Forms 524 have been submitted for the <sup>25</sup>~~27~~ recoverable topo stations and a list of these stations appear under item 49.

Nine recoverable topo stations, which are also landmarks, and one AZ. Mk. for which a form 524 has been prepared in this office, are not listed in par. 11 of the field inspection report. Forms 524 filed in Div. of Photogrammetry General files.

39. JUNCTIONS

Junctions will be made with Surveys Nos. T-9504-S and T-9507-N when they are completed. Done.

40. HORIZONTAL AND VERTICAL ACCURACY

No comment.

41-45. Inapplicable.

46. COMPARISON WITH EXISTING MAPS

This manuscript was compared with Corps of Engineers, U.S. Army Tactical Map N.J. Atlantic City quadrangle dated 1940-41, scale 1:62,500, and planimetric maps No. T-5637 and T-5638 of this bureau.

47. COMPARISON WITH NAUTICAL CHARTS

This manuscript was compared with chart No. 826, scale 1:40,000, dated July 1951 corrected to August 13, 1951.

47. Comparison with Nautical Charts (continued)


Items to be applied to nautical charts immediately:  
None.

Items to be carried forward:  
None.

Respectfully submitted  
25 January 1952.

  
\_\_\_\_\_  
Jack Honick  
Cartographic Photo. Aid

Approved and forwarded

  
\_\_\_\_\_  
Hubert A. Paton  
Comdr., C&GS  
Officer in Charge

49. NOTES FOR THE HYDROGRAPHER

The following is a list of the recoverable topographic stations shown on the manuscript. There are no photo-hydro stations.

- ✓ VENTOR AZ MK(1932) 1950
- ✓ HOTEL 1950
- ✓ TOWER 1950
- ✓ E STACK 1950
- ✓ W STACK 1950
- ✓ PIER (N.E. Cor. Hackney's Pier 1935) 1950
- \* ✓ PAVILION (N.E. Cor. Pavilion) 1935) ~~1950~~
- ✓ TOWER (C.G. Obs. Tower 1935) 1950
- ✓ S FINIAL (Haddon Hall S finial 1935) 1950
- ✓ STANDPIPE (Thin Black S Pipe 1936) 1950
- ✓ STANDPIPE (Thick Black S Pipe 1935) 1950
- ✓ TANK (A.C. Gas Tank 1935) 1950
- ✓ CHIMNEY (Red Brick Chy 1935) 1950
- ✓ TANK (Watertank A.C. Hospital 1935) 1950
- ✓ DOME (Main Dome Blenheim 1935) 1950
- ✓ SPIRE (Iron Spire Shelburne Hotel 1935) 1950
- \* ✓ PIER (N.E. Cor. Million Dollar Pier) 1935) ~~1950~~
- ✓ N DOME (Traymore Dome North 1935) 1950
- ✓ S DOME (Traymore Dome South 1935) 1950
- ✓ COLONNADE (S.W. Cor. Colonnade Conv. Hall 1935) 1950
- ✓ DOME (Steel U.S.E. 1935) 1950
- \* ✓ FLAGPOLE (Flagpole Ventnor Pier) 1935) ~~1950~~
- ✓ TANK (Tank elev. 1936) 1950
- ✓ CHIMNEY (PIN Chy 1936) 1950
- ✓ TOWER (RHO 1936) 1950

\* No change in geographic position between graphic control survey <sup>1935</sup> and photogrammetric location. 1935 dated retained and 1950 reverts to recovery date.

50.

## PHOTOGRAMMETRIC OFFICE REVIEW

T. 9508

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~~ ☒ 8. Bench marks ☒  
9. ~~Plotting of sextant fixes~~ ☒ 10. Photogrammetric plot report ☒ 11. Detail points ☒

## ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline ☒ 13. Low-water line ☒ 14. ~~Reefs~~, shoals, etc. ☒ 15. Bridges ☒ 16. Aids to navigation ☒ 17. Landmarks ☒ 18. Other alongshore physical features ☒ 19. Other along-shore cultural features ☒

## PHYSICAL FEATURES

20. Water features ☒ 21. Natural ground cover ☒ 22. Planetable contours ☒ 23. ~~Stereoscopic instrument contours~~ ☒ 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~~ ☒

## 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

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.

Compiler

Supervisor

43. Remarks:

FIELD EDIT REPORT  
Quadrangle T-9508  
Project Ph-59(50)

Paul Taylor, Chief of Party

51. METHODS

Standard surveying methods were used for the application of the corrections and additions to this map. The inspection was accomplished by means of a truck, to traverse all passable roads, and on foot to inaccessible areas that required special investigation.

The field edit sheet, a 1:20,000 scale print, is submitted with the field edit information. This includes all the additions, corrections and deletions found during the field edit. Where these changes have not been shown directly on the sheet, they have been referenced to the field photographs. The legend on the field edit sheet is shown to indicate the colored inks and the symbols which were used to apply the above information.

52. ADEQUACY OF COMPILATION

The compilation of this map is considered to be entirely adequate with the exception of the few corrections and additions of the field edit data that are to be applied.

Of special significance are the following items which require an additional explanation in this report.

The Garden Pier was destroyed by fire in 1951. At the time of this field edit, a portion of the pier has been rebuilt on the original pilings. All that remains of the rest of the pier are the concrete pilings that extend out its former length.

Upon inspection, it was found that the original pricking of Atlantic City Light No. 1417 by the field party was in error. It was evidently assumed by the compilation office that the field party pricked the steps leading from the boardwalk to the beach. The light is located 11.6 meters north of the steps that was pricked and can be seen on photograph 50-0-361.



The discrepancy print asked for the limits of the Coast Guard property in this quadrangle. Upon questioning the officer in charge of the Atlantic City Coast Guard Station, it was found that they do not own any property within the limits of this sheet, except for the observation tower. The limits of the Coast Guard Station in the Atlantic City area will fall on sheet T-9504.

The urban limits have been revised during field edit in the north central portion of the quadrangle. Two apartment housing projects have been completed since the original field inspection. The recommended revision is shown in red pencil on photograph 50-0-361.

A disagreement in the clearances were noted by the compilation office concerning the three railroad bridges across Beach Thorofare. These distances were remeasured very carefully with a steel tape and have been correctly shown on the field edit sheet. The southernmost railroad bridge is in an inactive status as the railroad portion has been partly dismantled. However, the bridge is still intact, but remains open. According to the bridge tender, this bridge will be entirely removed in the near future.

The discrepancy print has questioned the name "TAXIS CREEK". Several local people who were thoroughly familiar with this area were contacted. In no case was this creek known by any name. Therefore the name is not recommended.

*Noted  
854  
LH*

A small change was discovered in the mean high-water line of the Atlantic Ocean, along the northeast end of Absecon Island from Absecon Inlet Breakwater Light to the Central Pier. This change has been shown in purple on photograph 50-0-895.

#### 53. MAP ACCURACY

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

No accuracy tests were required for this quadrangle.

#### 54. RECOMMENDATIONS

None.

#### 55. EXAMINATION OF PROOF COPY

Mr. Walter Buzby, New Jersey State highway engineer, who has been a resident of this area for a number of years, states that he would be willing to examine a proof copy of this quadrangle for possible errors. Mr. Buzby's address is: New Jersey State Highway Department, Main Street, Pleasantville, New Jersey.

56. LANDMARKS AND AIDS

(a) The STACK, located at Ventnor, New Jersey, has been razed. Form 567 for deletion is submitted.


57. OTHER CONTROL

Two topographic stations were found to be destroyed during the field edit, STACK, 1936 and N.E. CORNER GARDEN PIER, 1935. Form 524 is submitted for each.

10 March 1952  
Submitted by:

Joseph K. Wilson,  
Cartographer

17 March 1952  
Approved by:

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



## NONFLOATING AIDS OR EXPANDERS FOR CHARTS

Baltimore, Maryland  
15 January, 1952

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

The positions given have been checked after listing by

R. Glaser

[illegible]

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



# NONLOCALIZING AND/OR LANDMARKS FOR CHARTS

Baltimore, Maryland 15 January, 1952

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

The positions given have been checked after listing by

R. Glaser

H. A. Paton	Chief of Party.
-------------	-----------------

[illegible]

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

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED  
~~TO BE RELEASED~~

STRIKE OUT ONE

Baltimore, Maryland

15 January, 1952

I recommend that the following objects which ~~have~~ have not 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

Raymond Glaser

Hubert A. Paton

Chief of Party.

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION						METHOD OF LOCATION AND SURVEY	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE		LONGITUDE		DATUM							
				°	'	°	'		D. M. METERS						
	LOOKOUT TOWER	Coast Guard (Abandoned Lighthouse)		39	21	74	24	1767	873	N.A. 1927	Radial Plot	1950	X	X	826
	POWER	(Absecon Light-1867)		39	21	74	24	1799.2	1253.8	"	Tri	1867	X	X	1217
	GAS TANK	Atlantic City Gas Tank		39	21	74	26	1430	419	"	Radial Plot	1950	X	X	"
	STACK	Powerhouse Stack, easterly of two		39	22	74	26	12	959	"	"	"	X	X	"
	STACK	Powerhouse Stack, westerly of two		39	22	74	26	18	982	"	"	"	X	X	"
	CHY TOWER	(Claridge Hotel)		39	21	74	25	822.5	1338.7	"	Tri	1932	X	X	"
	SPIRE	(Claridge Hotel Dome, 1932)		39	21	74	26	626	63	"	Radial Plot	1950	X	X	"
	RITZ HOTEL TOWER	Iron Spire, Shelburne Hotel		39	21	74	26	300.3	926.6	"	Tri	1931	X	X	"
	TANK	(Ritz Aero Beacon, 1931)		39	20	74	28	1408	936	"	Radial Plot	1950	X	X	"
	STACK	(Elev.) Ventnor Heights		39	20	74	28	882	1251	"	"	1950	X	X	"
	RADIO	Brick Stack, Ventnor City		39	22	74	26	917.7	651.3	"	Theo cuts	1950	X	X	"
	IFORD	Station WMID, 260 ft. high		39	20	74	28	628	664	"	Radial plot	1950	X	X	"
	STANDPIPE	Apex of tower atop 11-story building		39	21	74	26	1744	57	"	"	1950	X	X	"
		Thin black standpipe													"

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



48. GEOGRAPHIC NAME LIST

Absecon Blvd.  
\*Albany Ave.  
\*Atlantic Ave  
Atlantic City  
Atlantic City Municipal Airport (Bader Field)  
Atlantic Ocean

Beach Thoro  
Brigantine Blvd

\*Central Pier  
Chelsea Harbor  
\*City of Pleasantville  
\*Columbus Plaza  
Convention Hall

Delta Basin

\*Egg Harbor Township

Garden Pier  
Gardner Basin  
Great Island  
Great Thoro

Hackneys Pier

Inside Thoro  
\* Intracoastal Waterway

Lakes Bay

Margate City  
Margate Pier  
\* Memorial Park  
Million Dollar Pier

Newfound Thoro  
N.J. 43 (formerly on U.S. 30) — no longer used.  
N.J. 48 ( " " " 40)

\*Pacific Ave.  
Pa. Reading Seashore Lines  
Penrose Canal  
~~Pleasantville Blvd.~~

Shelter Island  
Snug Harbor  
Steel Pier  
Steeplechase Pier

(according to other sources this is  
 US 40-32 beyond Beach Thoro, shown  
 as part of Albany Ave on map)

(See Field Edit for T-9504.  
 with special reference to the  
 fact that Albany Ave. is  
 OK for this section of U.S. 40.)



48. Geographic Names List  
(continued)

Turtle Gut

U. S. 30

U. S. 40

U.S. 322

Venice Park Canal

\* Ventnor Ave

Ventnor City

Ventnor City Fishing Pier

Ventnor Heights

\* Virginia Avenue

West Atlantic City

West Canal

\* West End Ave.

Names approved 10-23-63  
L. Heck

\* Names taken from one or more of the following sources:

- a) City Engineer's Plan of Atlantic City
- b) Map of Atlantic County, N.J., 1949
- c) Esso Road Map of N.J. 1950
- d) Planimetric surveys No. T-5637 and T-5638
- e) Field inspection

Dorset Ave. (Blvd.) does not appear on manuscript, but the name may still apply to a portion of the road running from Bader Field to Ventnor Heights.

The name Ocean Drive on the Geographic Name Standard has been omitted from the manuscript because it is believed to be in error. All other name sources indicate this street to be Ventnor Ave.

Review Report T-9508  
Topographic Map  
26 October 1953

62. Comparison with Registered Topographic Surveys.-

T-142	1:20,000	1841
952	1:10,000	1863-64
1166	1:20,000	1869-70
2054	"	1891
2455	"	1899
5637 Supp.	1:10,000	1932
5638 Supp.	"	"
6503a	"	1935-36 Planetable
6503b	"	1935-36 "

The ocean side shoreline on T-9508 has moved in an easterly direction in comparison with the shoreline as shown on the more recent of the previous surveys.

T-9508 supersedes all the above surveys in common areas for nautical charting purposes.

63. Comparison with Maps of Other Agencies.-

Atlantic City, N.J., USE 15' quadrangle, 1:50,000,  
1948 (also published at scale 1:62,500).

Changes, due mainly to cultural development, have occurred subsequent to the publication of the quadrangle. The 10 foot contour along the ocean side is not shown on the quadrangle.

64. Comparison with Nautical Charts.-

826, 1:40,000, Intracoastal Waterway, ed. 1951,  
corr. to 9/7/53.

1217, 1:80,000, ed. 1948, corr. to 2/16/53.

There are no significant differences between T-9508 and the charts.

66. Accuracy 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 Map Accuracy Standards.

Reviewed by:

K. N. Maki  
K. N. Maki

APPROVED

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

W. S. Searson  
Chief, Div. of Photogrammetry *W.S.S.*

2 May 1956

A. H. Edmonson  
Chief, Nautical Chart Branch  
Division of Charts *675*

W. B. S. Searson *S*  
Chief, Div. of Coastal Surveys

## History of Hydrographic Information

### Quadrangle T-9508


Hydrography was applied to the manuscript of this quadrangle in accordance with Division of Photogrammetry general specifications dated 18 May 1949.

Depth curves and soundings in feet at mean low water datum originate with the following surveys.

H-6214 (1935, 6, 7) 1:5,000  
H-6230 (1936, 7) 1:10,000  
Nautical Chart 826, 1:40,000 latest print  
date 9/7/53  
Nautical Chart 1217, 1:80,000 latest print  
date 2/16/53  
with Inset of Absecon Inlet  
at 1:20,000

Single-lens 1:10,000 scale photographs taken with the "O" camera in April 1950, numbers 852-856, 890-892 and 894-896 were used in conjunction with the above listed hydrographic surveys and charts for the interpretation of the mean low water line and the determination of channels subject to constant change.

Hydrography was compiled by K. N. Maki and verified by O. Svendsen.

  
K. N. Maki,  
Div. of Photogrammetry



## NAUTICAL CHARTS BRANCH

SURVEY NO. T-9508

### 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.