Form 204
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

State:

DESCRIPTIVE REPORT.

Sheet No.

LOCALITY:

CHIEF OF PARTY:

191
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
E. LESTER JONES SUPERINTENDENT
TOPOGRAPHIC RESURVEY

OF
ARTHUR KILL
NEW YORK AND NEW JERSEY
NOTES TO ACCOMPANY
SHEET 8—3540
FROM
PORT HEADING? N. J.
TO
NEW DOCK TRIANGULATION STATION; ELIZABETH, N. J.
SCALE 1/10,000 CHIEF OF PARTY
1915.
Note A. When this projection was received from Washington by the field party, a piece of shore line (in brown) of Elizabethport, N. J., showing docks and the Elizabeth River, was drawn on it. On doing the field work it was found that this shore line, especially of the Elizabeth River, was incorrect, and it was re-run as now shown in black. The shore line was also run up to triangulation New Dock, because in 1913 an error was made by the party of Assistant Fornay in the position of this station, and consequently in the shore line.

Note B. The streets of Elizabeth, N. J. were transferred from a blueprint loaned by the city engineers.

The streets and factories in Linden Township were transferred from blue prints loaned by the township engineer, The Standard Oil Co., N. J. (Bayway Refinery), the Grasselli Chemical Co., the Warner-Quinlan Asphalt Co., and the American McKenna Process Co.

The streets and factories in the Borough of Roosevelt were transferred from maps and blue prints loaned by Mr. Frederick F. Simons, Borough Engineer, the Mexican Petroleum Co., the American Agricultural Chemical Co., the Goldschmidt Detinning Co., the Chrome Steel Works, and the Armour Fertilizer Works.

The track layout of the Port Reading Railroad Co. at Port Reading N. J. was transferred from a blueprint loaned by the company. The streets in Woodbridge Township were transferred from a blue print loaned by Mason and Smith, formerly township engineers.
### Note C. Plane Table Positions.

<table>
<thead>
<tr>
<th>Object</th>
<th>Latitude</th>
<th>D. P.</th>
<th>Longitude</th>
<th>D. M.</th>
</tr>
</thead>
<tbody>
<tr>
<td>U. S. Mon. M</td>
<td>40 33</td>
<td>1015</td>
<td>74 13</td>
<td>318</td>
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<tr>
<td>U. S. Mon. 14</td>
<td>40 33</td>
<td>1522</td>
<td>74 12</td>
<td>990</td>
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<td>U. S. Mon. 15</td>
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<td>480</td>
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<td>725</td>
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<td>643</td>
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<tr>
<td>N. Y. N. J. B. Mon. 33</td>
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<td>1350</td>
<td>74 12</td>
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<td>E. Grasselli, U. S. A. E.</td>
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<td>54</td>
<td>74 12</td>
<td>95</td>
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<td>U. S. Mon. 27a</td>
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<td>929</td>
<td>74 11</td>
<td>645</td>
</tr>
</tbody>
</table>

Note D. Elevations are shown in black and are given in feet above mean sea level. Contours are shown by red lines. The dotted line represents the ten-foot contour. The full lines represent the twenty-foot, forty-foot, and sixty-foot contours, etc.

The above geographic positions of the topographic stations were scaled from sheet #1 and are approximate.
216 S. Marion Ave.,
Chicago, Ill.,
October 22, 1916.

E. L. Leff., Jones, Capt.,
U.S. Coast and Geodetic Survey,
Washington, D.C.

Sir:

Your letter of October 17 received. Refer to No. 12.114.

The plane table work on the three sheets of the
Hackett's river series survey by Captain Leff., 1914 and
1915, and on the two sheets of the Witten Hill survey,
1915, was done by me, assisted, and by
George C. Ball, Head man. I did about three
quarters of the plane table work of each survey, and Mr. Ball
about one quarter. I would probably tell you very
closely just what part was done by each of us
if I wrote this in detail. I suppose you will understand
I can only give you the above general statement.

Would it be possible for me to obtain copies
of these sheets for my own use, or, so what
would they cost?

Have the charts been revised yet to embody
the work done by Captain Leff.'s party?

I shall be pleased to give you any further
information with regard to the work that it is
within my power to give.

Respectfully,

Harold H. Griffin.