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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. H. Tittmann,
Superintendent.

State: *N. C.*

DESCRIPTIVE REPORT.

Topeka, Sheet No. *3440*

LOCALITY:
Vic. of Washington, N. C.

191*4*

CHIEF OF PARTY:
P. C. Whitney

11-4045

Descriptive Report
to accompany Topographic Sheet 3440

Vicinity of Washington

North Carolina

March, 1914.

Paul C. Whitney

Chief of Party

The topography on this sheet includes both shores of the Pamlico River, from Austin's Point to the Atlantic Coast Line bridge at Washington. It was executed to bring up to date the water front of the city of Washington and to show the railroads and other changes in that vicinity. The survey of the city was not carried back of the first street from the water-front.

The triangulation stations, as plotted, depend upon a scheme observed by this party.

On the north shore of the river, from Austin's Point to Runyon Creek, the principal changes are the erection of a fertilizing plant and pier, and the building up of a suburb called Washington Park. The Pamlico Chemical Company's place consists of two warehouses and smaller buildings, and a pier extending out to a dredged channel with 10 feet off its face. A railroad spur comes in from the main line of the Norfolk Southern R. R. Washington Park is a suburb of Washington, and new dwellings are being built, there. A highway bridge crosses Runyon Creek with a draw of a clear width of thirty feet. A little further up the

Norfolk Southern R. R. crosses on a low trestle, without a draw, this blocking navigation further up.

Between Runyon Creek and Windmill Creek are several saw-mills, with log pounds extending out from shore. There is a small shell island with underbrush growing on it near Windmill Point Light. Windmill Creek is crossed by the Norfolk Southern R. R. trestle and a concrete highway bridge, both without draws.

From Windmill Creek to the Atlantic Coast Line bridge extends the water-front of the city of Washington, and all the wharves, piers etc are correctly drawn on the topographic sheet. Depths of 9 feet may be carried to any of the docks from west of Havens Dock to the Light-house Dock, next to the county bridge. Nine feet can be carried to the Eureka Mills dock, but between it and the county bridge there are no piers, only small boat landings.

On the south shore there are no improvements, excepting the Fowles Saw-mill. There is a dock here for loading lumber barges, etc.

Sailing directions for this vicinity are given in the report accompanying the hydrographic sheet of this area.

The following widths made be carried through the different bridges crossing the river:-

Norfolk Southern R. R. draw:	70 feet
County Bridge draw:	45 feet
Atlantic Coast Line draw	45 feet

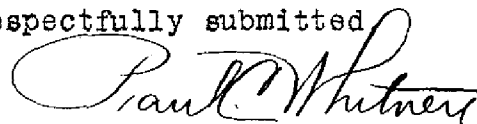
A small Island, known as The Castle, lies off the water front. There is an old ruin on it.

Storm signals are displayed by the U. S. Weather Bureau from an iron tower, as shown, near the Norfolk and Southern bridge..

There are two small marine railways at Washington, for hauling out small schooners and gasolene boats. There are machine shops capable of making minor repairs. Coal, hard and soft, ice gasolene and fresh water may be obtained.

This topographic sheet should be used in connection with hydrographic sheet from Washington to Fort Point of this party and sheet no. 4 of the U. S. Engineer's Survey of the Pamlico and Tar Rivers..

Respectfully submitted



Chief of Party, C. & G. Survey.