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Diag. Chit. No. 226

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey PHOTOGRAMMETRIC TOPOGRAPHIC

SKETCHING 1-8747 A

Field No. 8747c Office No. 8747c

LOCALITY

State PENNSYLVANIA - NEW JERSEY

General locality DELMAR RIVER

Locality FRANKFORD

1946-1950

E. I. Jones CHIEF OF PARTY

P. J. Sino Chiefs of Field Party

T. B. Reed, Baltimore Photogrammetric Office

LIBRARY & ARCHIVES

DATE February 26, 1952

DATA RECORD

T - 8747C

Project No. (II):
PH-7(46)E

Quadrangle Name (IV): FRANKFORD, PA-NJ

Field Office (II): Camden, N.J.
Philadelphia, Pa.

Chief of Party: E. L. Jones
Riley J. Sipe

Photogrammetric Office (III):
Baltimore, Md.

Officer-in-Charge: Thos. B. Read
Copy filed in Division of
Photogrammetry (IV)
Office Files

Instructions dated (II) (III):
25 March 1946, 19 July 1946
Supplemental 1, 14 June 1946
Supplemental 2, 11 October 1946

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:20,000

Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): 1.000

Date received in Washington Office (IV):

Date reported to Nautical Chart Branch (IV):

Applied to Chart No.

Date:

Date registered (IV): 23 Aug 1951

Publication Scale (IV): 1:24,000

Publication date (IV):

Geographic Datum (III): N.A. 1927 ✓

Vertical Datum (III): MSL ✓

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): FELIN, 1933 ✓

Lat.: 40° 03' 56.643" (1747.0m)

Long.: 75° 04' 13.113" (310.8m) ~~(310.7m)~~

Adjusted
~~Unadjusted~~

Plane Coordinates (IV):

State: Pennsylvania Zone: South

Y = 278, 177.01 Ft

X = 2,749,920.97 Ft

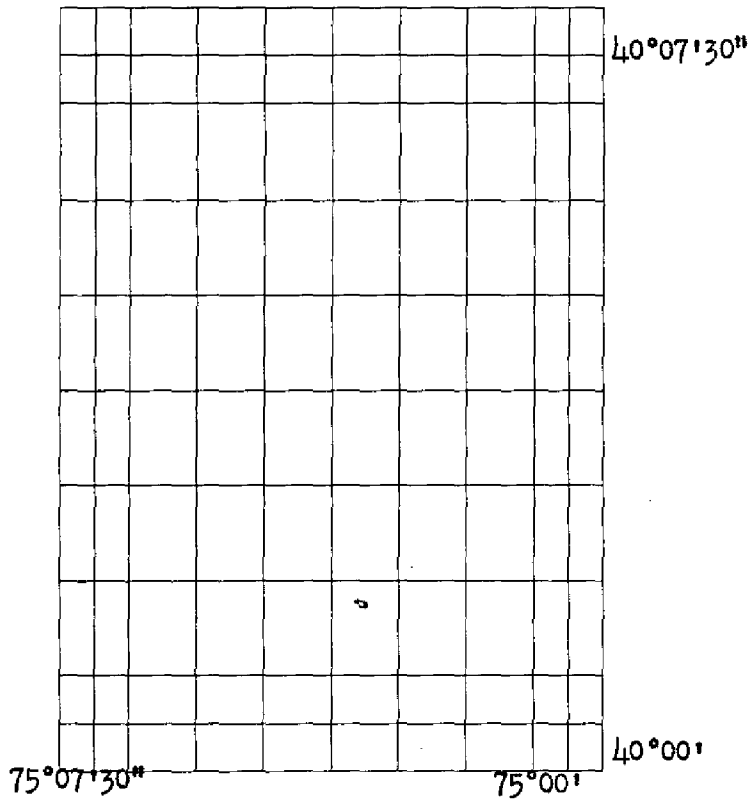
New Jersey

Y = 449,140.36 Ft

X = 1,887,022.50 Ft

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)

Area contoured by
Stanley J. Hathorn
Donald G. Flipppo
James A. Clear

Information as to area contoured by each of
the above personnel not furnished compilation office.

DATA RECORD

Field Inspection by (II): See p.1, field reports (1946 & 1947)

Date: 14 Aug-15 Nov.1946
12 Apr.-30 Sept.1947

Planetable contouring by (II): Stanley J. Hathorn
Donald G. Flippo
James A. Clear

Date: 15 June-15 Sept.1947
22 May-15 July 1947
22 May-15 Sept.1947

Completion Surveys by (II): R.A. Horn

Date: June-July 1950

Mean High Water Location (III) (State date and method of location):

Traced from reduction of shoreline survey No. T-8747A.

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

Date: 24 Nov. 1946

Projection and Grids checked by (IV): T.L. Janson

Date: 24 Nov. 1946

Control plotted by (III): Frank J. Tarozza

Date: 17 Nov. 1947

Control checked by (III): Enola N. Cross

Date: 18 Nov. 1947

Radial Plot ~~Manuscript~~

Control reduction by (III): Frank J. Tarozza

Date: 23 Dec. 1947

Planimetry
Stereoscopic Instrument compilation (III):
Contours

Date:

Date:

Manuscript delineated by (III): Ruth M. Whitson

Date: Apr.5-May 14, 1948
Oct.18-Mar.24, 1949

Photogrammetric Office Review by (III): Joseph W. Vonasek

Date: 14 Mar. to
25 March 1949

Elevations on Manuscript Joseph W. Vonasek
checked by (II) (III):

Date: 23 March 1949

Camera (kind or source) (III): U.S. COAST & GEODETIC SURVEY, nine lens, focal length $8\frac{1}{4}"$

Number	Date	Time	Scale	Stage of Tide
15509 and 15510	3/10/46	1135	1:20,000	1.8' above MLW
15511 and 15512	"	1210	"	1.3' above MLW
15522 " 15523	"	1220	"	1.3' above MLW

Single Lens
50-O-1325 to 1345 6/4/50 1:20,000
50-O-1346 to 1373 " "

Tide (III)

~~From actual tide observations~~
Reference Station: Philadelphia, Pa.
Subordinate Station: ~~Torresdale to Bridesburg~~
Subordinate Station: Bridesburg

Ratio of Ranges	Mean Range	Spring Range
	5.4	5.7
	5.7	6.0
	5.6	5.9

Washington Office Review by (IV):

J L Rihn

Date: Feb 1950

Final Drafting by (IV): M.C. Thissen -

Date: 6-13-52

Drafting verified for reproduction by (IV): JGS.

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 54

Shoreline (More than 200 meters to opposite shore) (III): 9

Shoreline (Less than 200 meters to opposite shore) (III): 15

Control Leveling - Miles (II): 91

Number of Triangulation Stations searched for (II): 62

Recovered:

Identified: 17

Number of BMs searched for (II): 11

Recovered: 9

Identified: 5*

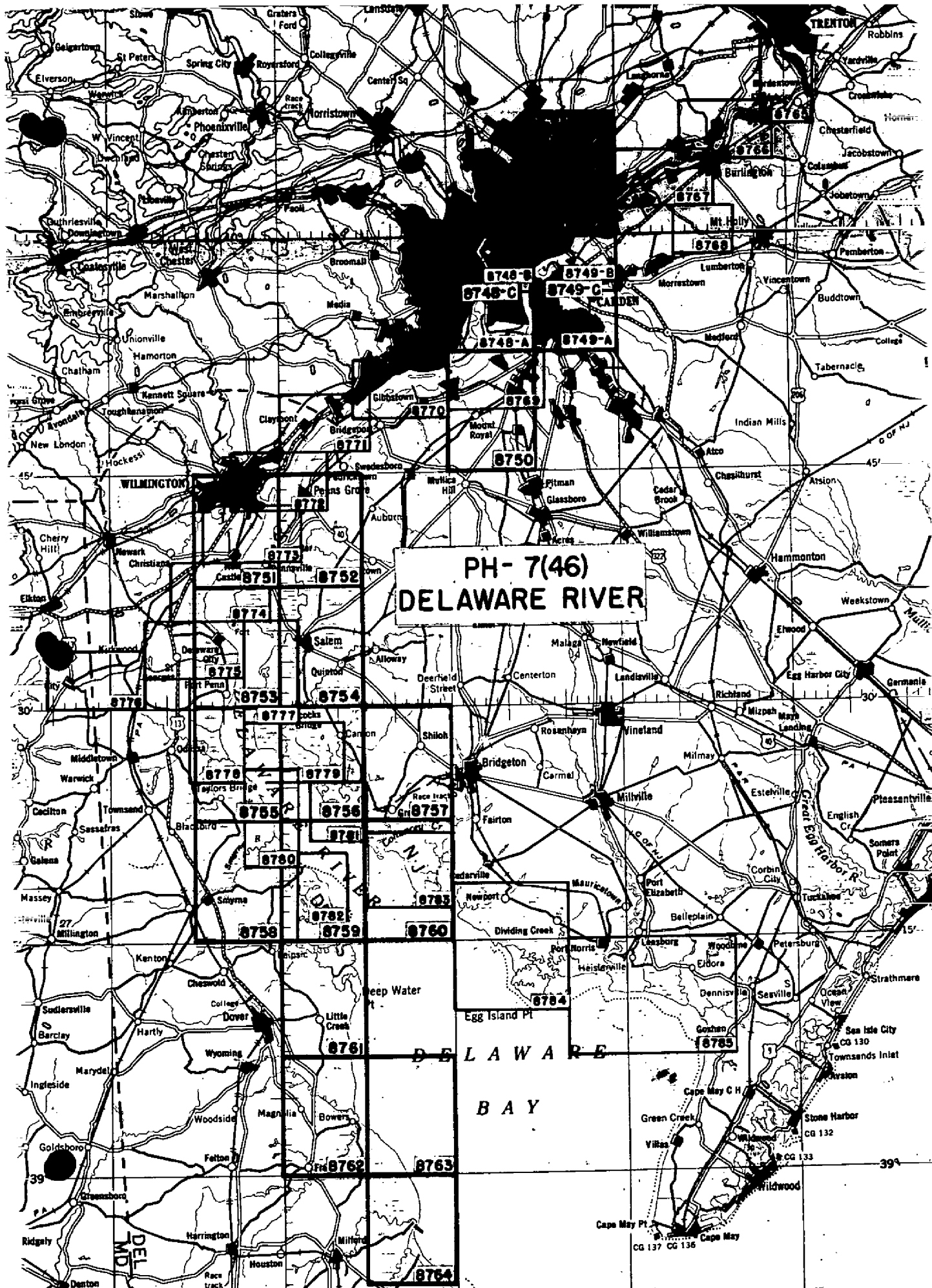
Number of Recoverable Photo Stations established (III): 12**

Number of Temporary Photo Hydro Stations established (III): None

Remarks:

* In addition to these, 5 N.J.G.C.S. stations were identified for use as vertical control and 13 new third order bench marks were identified.

** Four form 524 were submitted with shoreline survey T-8747A.



Summary to Accompany T-8747C

This map is one of a series of 18 topographic 7½ minute quadrangles in project Ph-7(46) extending southward along the Delaware River from Philadelphia, Pa. to lower Delaware Bay.

Contours in Pennypack Creek Park were taken from a Philadelphia City Survey of 1905 at 1:2400 scale. Detailed shoreline information was furnished by shoreline survey T-8747A (1950) 1:10,000.

These topographic sheets compiled at 1:20,000 scale are to be published by the U. S. Geological Survey at 1:24,000 scale as standard topographic quadrangles.

The registered copies under T-8747C will include the original descriptive report, a cloth mounted print of the manuscript at a scale of 1:20,000 and a cloth mounted color print of the published map at a scale of 1:24,000.

FIELD INSPECTION REPORT
T-8747 (40° 00.0 / 75° 00.0 / 7.5)
Project Ph-7 (46)
Sub-project E
E. L. Jones, Chief of Party

At the close of the 1946 season all phases of field work for this quadrangle were completed except vertical control, contouring, interior field inspection, and geographic names. The completed work was in accordance with the Director's Instructions, Project Ph-7 (46) dated 25 March 1946, Supplemental Instructions No. 1 dated 14 June 1946, and Supplemental Instructions No. 2 dated 11 October 1946, except for deviations herein noted.

The field work for this quadrangle was completed by the following personnel:

<u>Name & Title</u>	<u>Field Work</u>	<u>1946 Dates</u>
I. Y. Fitzgerald Engr. Aid	Horizontal Control Recovery	12 Sept - 10 Oct
Thomas W. Merriken Photo Aid	3rd Order Levels Levels	14 Aug - 27 Sept 27 Sept - 7 Oct
H. M. White Engr. Aid	Shoreline Inspection Horizontal Control Recovery	10 Sept - 12 Nov 12 Sept - 10 Nov
John M. Neal	New Horizontal Control	17 Oct - Nov 15
Harland R. Cravat Photogrammetrist	Supervisor	14 Aug - 15 Nov

1. Description of the Area:

This quadrangle is divided in two sections by the Delaware River. The New Jersey section is a residential area entirely. The Pennsylvania section is also residential except for the southwest part which is a part of the Philadelphia industrial area along the Delaware River.

2. Completeness of Field Inspection:

No attempt was made to complete the interior field inspection, leaving it to be completed next field season.

Shoreline inspection was completed during October and November, 1946 by H. M. White, Engineering Aid.

Shoreline inspection was done on single lens photographs and is felt to be adequate.

3. Interpretation of the Photographs:

No difficulty was encountered in interpretation of the photographic details for the phases of work completed during the 1946 season.

4. Horizontal Control:

Sixty-two horizontal control stations were searched for or recovered, of these seventeen were identified on the photographs either by pricking direct or by the substitute station method.

To furnish sufficient control for the plot it was necessary to run a traverse of approximately 6.9 miles. This was done as described below under the supervision of Mr. John M. Neal.

The traverse was begun at USC&GS triangulation station FELIN, 1933, following Raawn St. to Penns St. Rte 232 to Penn. St. Rte. 63 Red Lion Road to three point station BUDD. (See sketch).

For determination of azimuth deflection angles were measured 1 D and 1 R in the field with Berger 7" theodolite. Polaris observation by 3rd order methods were made at two points along the traverse, one approximately one-third length of traverse from the beginning and the second at approximately two-thirds the length of the traverse. Azimuth adjustment was made to the azimuth determined by Polaris. Average azimuth adjustment was 5.6" per station. The starting azimuth, FELIN to Az. MK, and the ending azimuth, from end of triangle of BUDD, were both held fixed in azimuth adjustment.

Taping was done without chaining stools with a 300 ft. steel tape, calibrated in the field with a tape calibrated by the U.S. Bureau of Standards. Temperature, catenary (sag) calibration and inclination corrections were made to field measurements. Inclinations were determined with Abney hand levels.

The position of BUDD was determined by three point fix method with a fourth direction as a check. Angular measurements for the three point fix were made by the repetition method, 6 D and 6 R. A small triangle was used at the end of the traverse to connect with the three point station. The angles of this triangle were repeated six times.

All computations were made on the state Plane Coordinate System, Pennsylvania, South Zone.

Closures were as follows:

BUDD: X in disagreement with check by 0.10 ft.

Y in disagreement with check by 0.06 ft.

Traverse: error 1/5650 (3.77 ft. in x and 4.01 ft. in Y)

Coordinates adjusted for closure

Horizontal Control (cond't)

For sketch of new horizontal control see seasons report, PHT (46) by Edmund L. Jones.

5. Vertical Control:

Field work completed on vertical control as follows:

Recovery:

9 bench marks were covered, five of these in New Jersey and four USED Bench marks along the Delaware River in Pennsylvania. 5 New Jersey Geodetic Control Survey Stations were recovered for use as vertical control.

3rd Order Levels

Approximately 16.0 miles of 3rd order levels in the quad were completed. Equipment and methods used were those prescribed by the Division of Geodesy for 2nd Order Leveling.

4th Order Levels:

Approximately 25.0 miles of fly levels were run in the southeast corner in New Jersey and in the eastern area of the quad in Pennsylvania, for plane table contour control. Elevations were carried to the nearest 0.01 ft. by wye level methods. The maximum area of closure was 0.92 ft.

City Elevations and Datum:

The City of Philadelphia had previously established curb elevations throughout the city. The city maintains several survey districts on local datums which vary from district to district.

A complete set of Philadelphia Street Blueprints was purchased from the City of Philadelphia. The city curb elevations were carefully transferred to the blueprints and checked in the office of the City Engineer.

Due to the fact that time allowed, would not permit completion of this phase of the work the check levels to determine datum difference and accuracy of the city elevations were left incomplete. The results of levels completed by wye level methods are as follows:

Vertical Control: (cont'd)

Dist. 1	5	elevs.	agerage	datum	difference	5.95
Dist. 4	2	"	"	"	"	6.32
Dist. 5	7	"	"	"	"	5.71
Dist. 8	23	"	"	"	"	5.86

As can be seen, this work has not progressed to an extent to allow concrete determination of datum differences and accuracy of these elevations.

6. Contours and Drainage:

No contouring done.

7. Mean High Water Line:

Only that part of the mean high water line requiring clarification was delineated on the photographs.

The average range of tide is 5.3 feet.

8. Mean Low Water:

The approximate mean low water line was delineated in areas visited by the shoreline party at time of low water.

9. Wharves and Shoreline Structures:

Adequately covered on photographs.

10. Deatils Offshore from High Water Line:

Adequately covered on photographs.

11. Landmarks and Aids to Navigation:

All landmarks and aids to navigation are listed on the accompanying form # 567.

A point on the Delair Range was identified to determine the azimuth of this range. The azimuth of the Palmyra Range had been previously determined by triangulation.

12. Hydrographic Control:

Five recoverable topographic stations were established, pricked on the photographs, and described on form # 524.

There are numerous existing horizontal control stations in the area that can be used for hydrographic signals.

13. Landing Fields and Aeronautical Aids:

No attempt was made neither to identify and delineate the landing fields nor the aeronautical aids, if any, in this quadrangle.

14. Roads:

Not classified. To be done at time of completion of interior field inspection and contouring.

15. Bridges:

All published vertical and horizontal clearances were checked in the field with a steel tape. Where discrepancies were found they were entered directly on the photographs and in notes to compiler.

16. Buildings:

See paragraph 14 above.

17. Boundaries:

See paragraph above # 14.

18. Geographic Names:

See paragraph 14 above.

Submitted
18 Nov. 1946

I. Y. Fitzgerald

I. Y. Fitzgerald
Engr. Aid

Approved
19 Nov. 1946

E. L. Jones
Chief of Party

Harland R. Cravat

By Harland R. Cravat
Photogrammetrist

FIELD INSPECTION REPORT-1947
T-8747 (40°00.0'/75°00.0'/7.5')
Project Ph-7(46)
Subproject E
Riley J. Sipe, Chief of Party

This report covers the 1947 field work, and includes all phases of that work not completed in 1946. This report is a supplement to the 1946 report and must be used in conjunction with the 1946 report.

The 1947 field work was completed in accordance with the Director's Instructions, Project Ph-7(46), dated 25 March 1946, Supplemental Instructions No. 1, dated 14 June 1946, and Supplemental Instructions No. 2, dated 11 October 1946, except for deviations herein noted.

The 1947 field work was completed by the following personnel:

Name & Title	Field Work	1947 Dates
Stanley J. Hathorn Photogrammetrist	Levels Boundaries Contours	18 April-21 May 13 May-18 May 15 June-15 Sept.
Donald G. Flipppo Photogrammetric Aide	Levels Contours Interior Insp.	18 April-21 May 22 May-15 July 22 May-29 May
James A. Clear Engineering Aide	Levels Contours Interior Insp.	18 April-21 May 22 May-15 Sept. 16 Aug.-30 Sept.
A. J. Wraight Topographic Engr.	Boundaries Geographic Names	13 May-31 May 13 May-31 May

1. Description of the Area:

See 1946 report.

2. Completeness of Field Inspection:

See 1946 report.

All phases of field inspection were felt to be adequate and complete at the date of inspection. However, this quadrangle includes the "Great Northeast" which is considered the most rapidly growing section of Philadelphia, and numerous changes will be encountered at the time of field edit. The principle changes will be new streets and buildings.

South of the Delaware River, interior inspection was performed both on the single-lens photographs and the nine-lens photograph that was used for contouring that area.

North of the Delaware River, interior inspection was performed on single-lens photographs except in the North portion of the quadrangle where single-lens coverage was not provided. In the North portion, interior inspection was performed on nine-lens photographs not used for contouring.

"Philadelphia Street Data Map-1947", scale 1 in. = 500 ft., is being submitted with the field data. All data shown on the map is plotted accurately, and the compiler should refer to this map if any difficulty is encountered with street or city park interpretation on the photographs.

3. Interpretation of the Photographs:

See 1946 report.

4. Horizontal Control:

See 1946 report.

5. Vertical Control:

See 1946 report.

4th Order Levels:

Approximately 50 miles of fly levels were run in the NW part of the quadrangle where city elevations were not available for contour control. These levels were run in accordance to paragraph 62 of the project instructions, and errors of closure in excess of 0.3 ft. were adjusted.

City Elevations and Datum:

See 1946 report.

The 1947 work consisted of the field determination of accurate datum adjustments for each survey district; application of the adjustments to the "Philadelphia Street Blueprints" ("Philadelphia Street Map-1946", scale 1 in. = 500 ft.); and the field use of the converted elevations for contouring on the nine-lens photographs in a similar manner as that outlined in paragraph 5 of the Field Inspection Report for T-8748.

The accurate datum adjustment was determined in Survey District 1, 5, and 8, by comparing several city BM's that the District Surveyors considered representative of their district with elevations along our Third Order Level Line.

City BM's in District 4 were compared with elevations along Fly Level Lines that were run in 1946.

No irregularities were encountered in the comparison, and it is felt that the following datum differences are sufficiently accurate for the use made of them.

<u>District</u>	<u>Datum Adjustment</u>
1	/ 5.53
4	/ 5.64
5	/ 5.53
8	/ 5.75

6. Contours and Drainage:

Contouring was accomplished on the nine-lens photographs by delineating all contours in the field except for Pennypack Park. The contours were later checked under the stereoscope prior to inking except in urban areas where there was an abundance of city elevations, and in the NE and NW corner of the quadrangle where there wasn't sufficient photographic coverage for stereopsis.

The quadrangle has no densely wooded areas and it was necessary to use the hand level (both types) for only short traverses and isolated shots.

No permanent difficulty was experienced in closing planetable traverses.

The stereoscope was used to delineate streams located in wooded areas prior to contouring. All streams are inked on the nine-lens photographs to indicate their type of flow. Most of the streams in the area are spring-fed and are classified as "perennial" from their origin.

Pennypack Park:

A contour map of "Pennypack Park - 1905", scale 1 in. = 200 ft., was secured from Fairmount Park Commission and is submitted in duplicate with the field data. The map embraces an additional area to the park proper on each side of the creek, and extends from Pine Road South to Frankford Ave. The contours were carefully surveyed at five-foot intervals on the city datum.

No trouble was encountered in obtaining satisfactory junctions between our contours and the adjusted contours of the Pennypack Park map.

The creek area terrain has experienced no changes since 1905 with the exception of new or improved roads. The plan was carefully inspected in the field, and it is exceptionally expressive of the terrain. Along the roads where the contours have changed, the changes have been delineated on the nine-lens photographs.

Road names have been inked on the nine-lens photographs, and locations that have not changed since 1905 have been outlined in "blue" on the contour map. The compiler should use only those roads outlined in "blue" along the creek course for orientation when transferring the contours. Building groups may be used with discretion as an aid in orientation.

A few errors in the designation of the contours appear on the map, but they will be easily detected by the compiler.

Notes made on the map at the time of field inspection will further assist the compiler in transfer of the contours.

7. Mean High-Water Line:

See 1946 report.

8. Low-Water Line:

See 1946 report.

9. Wharves and Shoreline Structures:

See 1946 report.

10. Details Offshore from High-Water Line:

See 1946 report.

11. Landmarks and Aids to Navigation:

See 1946 report.

12. Hydrographic Control:

See 1946 report.

13. Landing Fields and Aeronautical Aids:

All landing fields have been delineated on the photographs with the exception of Budd Field.

Budd Field:

This large landing field was built adjacent to a bomber plant during the war which has since been converted to the manufacture of railroad coaches. The field has not been used since the war and its future disposition is uncertain. The field is designated as "emergency only" on published aeronautical charts. The field boundary was not delineated on the photographs. However, a "plot plan" of the field is being submitted with the field data, and it is recommended that the status of the field be again checked at the time of field edit. Field abandoned as per Field Edit

* Phila. NE Airport:

A newly acquired property boundary is shown on the photographs for future reference only. The present boundary only should be shown on the map compilation since no expansion of this airport is expected within the next few years. However, the status of this airport should be checked again at the time of field edit.
*Name is "North Philadelphia Airport." See geographic names list.
Field is in operation.
The only aid in the quadrangle, the Phila. NE Airport Rotating Beacon, was identified on single-lens photograph D-1802 and described on Form 524.

14. Road Classification:

Roads were classified in accordance with Instructions No. 10 prior to the amendment of 10-24-47.

Road names not shown in parenthesis on the field inspection photographs are official road names and local road names well established in usage that will enhance the usefulness of the published map.

Road names shown on the photographs in parenthesis are to be used only for the orientation of photographs.

15. Bridges:

See 1946 report.

16. Buildings and Structures:

No comment necessary.

17. Boundaries:

See "Special Report on Boundaries" for this quad-

range submitted September 1947 by A. J. Wraight, Topographic Engineer.

Filed in Div. of Photogrammetry

Boundaries not covered in Mr. Wraight's report have been completely delineated on the field photographs with the exception of the following:

Pennypack Park, Juniata Park, and Tacony Creek Park:

It will be necessary for the compiler to transfer the boundaries of these ~~two~~^{three} city parks from the "Philadelphia Street Data Map - 1947", scale 1 in. = 500 ft. (plan submitted with field data). The boundaries are accurately shown on the street map and a check with the Phila. Engineering Dept. revealed that this map is the best source of information available. Existing streets and the creek will allow easy office orientation of the map with photographs.

Lorimer Park:

A plan showing the boundaries of Lorimer Park is being submitted with the field data. Common points were pricked on both the plan and nine-lens photograph 15523 to facilitate an easy transfer of the boundary from the plan.

U. S. Naval Aviation Supply Depot:

A plan showing the boundaries of this military reservation is being submitted with the field data. Existing streets and buildings provide ample orientation for the boundary transfer.

18. Geographic Names:

See "Special Report on Geographic Names" by A. J. Wraight, Topographic Engineer, for this quadrangle submitted during the summer of 1947. *Filed in Geographic Name Section,*

Div. of Charts
Submitted
5 November 1947

Stanley J. Hathorn
Stanley J. Hathorn
Photogrammetrist

Approved
12 Nov. 1947

Riley J. Sipe
Riley J. Sipe
Chief of Party

MAP T. 8747C

PROJECT NO. PH-7(46)E

SCALE OF MAP 1:20,000

SCALE FACTOR None

STATION	SOURCE OF INFORMATION No. (INDEX) Pg.	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)	
PHILA. COUNTY HOSPITAL, N.E. STACK, 1933	1751 92	N.A. 1927	40 06 56.365 74 59 35.826	<i>Falls off sheet</i>			1738.5	112.1	
PHILA. H. BERRY HOSPITAL, N.E. STACK, 1933	1751 92	"	40 08 37.358 74 58 13.112	"			829.4	591.4	
TORRESDALE, SIFT OF HAT KILN, HOUSE CUPOLA, 1933	1751 363	"	40 02 29.071 74 59 12.296	"			1146.1	704.5	
BRIDGESBURG, ST. DOM- INIC'S CHURCH, 1933	1751 95	"	40 02 44.239 75 01 01.869	"			1028.9	392.1	
HOLMESBURG, EMANUEL CHURCH, 1933	1751 92	"	40 02 34.08 75 01 25.19	"			773.3	1077.3	
TORRESDALE, ROUND HOUSE, CUPOLA, 1911	1751 363	"	40 02 09.093 75 00 09.399	"			1002.7	419.7	
WELLS 2, 1911	1751 354	"	40 01 08.524 75 00 18.117	"			1364.5	186.1	
FELIN, 1933	1664 56	"	40 03 56.643 75 04 13.113	"			44.3	1378.0	
HOLMESBURG, SIGNATURE HOSIERY CO., TANK, 1935	1751 363	"	40 02 00.007 75 01 29.890	"			1051.1	799.5	
PHILA. HOME FOR INDIGENTS, STACK, 1933	1751 94	"	40 01 41.169 75 01 08.911	"			597.2	825.2	
HOUSE OF CORRECTION NO. 3, 1935	1751 354	"	40 01 30.305 75 00 52.838	"			280.5	1570.1	
TACONY, DELANEY TANK, 1935	1751 362	"	40 01 26.898 75 01 45.099	"			222.8	1199.7	

1 FT. = 3048006 METER

COMPUTED BY: H. R. Rudolph

DATE Oct. 29 to 31, 1947

CHECKED BY: R. M. Whitson

DATE Nov. 6, 1947

M-2388-12

MAP T. 8747C

PROJECT NO. PH-7(46)E

SCALE OF MAP 1:20,000

SCALE FACTOR

NOTE.

STATION	SOURCE OF INFORMATION NO. (INDEX) Pg.	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)
TACONY, ST. VINCENTS SCHOOL CUPOLA, 1925	-3340 362	N.A. 1927	40 01	20.774				640.7	1209.8		
			75 01	53.207				1261.7	161.1		
PHILA., L.H. GILMER CO. STACK, 1933	-1751 94	"	40 01	38.705				1193.8	656.8		
			75 01	58.792				1394.1	28.6		
PHILA., L.H. GILMER CO. WATER TANK, 1933	" "	"	40 01	36.399				1122.7	727.9		
			75 02	02.326				55.2	1367.5		
PHILA. ST. VINCENTS CH. ST., 1933	" 93	"	40 01	39.907				1230.6	619.9		
			75 02	33.442				792.5	630.2		
PHILA., RAPID TRANSIT CO. WATER TANK, 1933	" "	"	40 01	49.526				1527.5	323.0		
			75 04	29.520				699.9	722.7		
KEYSTONES, 1911	-1664 68	"	40 01	13.740				423.8	1426.8		
			75 01	52.087				1235.2	187.6		
PHILA., H.F. DISSTON & SONS CO. SQUAT BLACK WATER TANK, 1933	95 -1751	"	40 01	11.227				346.3	1504.3		
TACONY HENRY DISS- TON & SONS BELL TOP CHIMNEY, 1925	-3340 362	"	75 02	21.786				516.6	906.2		
			40 01	05.603				172.8	1677.8		
			75 02	23.160				549.2	873.6		
PHILA., TACONY WORSTED MILL STACK 1933	-1751 95	"	40 01	01.381				42.6	1808.0		
			75 02	32.544				771.8	651.1		
FRANKFORD PUMPING 2, 1925	-1664 77	"	40 00	48.331				1490.6	359.9		
			75 02	52.151				1236.8	186.2		
PUMP, 1933	" 68	"	40 00	48.479				1495.2	355.3		
			75 02	52.804				1252.3	170.7		
TACONY REAR RAMP LT. A. 1933	-1751 95	"	40 00	48.694				1483.3	367.2		
			75 03	06.985				165.7	1257.3		

1 FT. = 3048006 METER

COMPUTED BY: H.R. Rudolph

DATE Oct. 30 & 31, 1947

CHECKED BY: R. M. Whitson

DATE Nov. 6, 1947

M. 2388-12

MAP T-8747C

PROJECT NO PH-7(46)E

SCALE OF MAP

1:20,000

SCALE FACTOR

None.

STATION	SOURCE OF INFORMATION (INDEX Pg. No.)	DATUM	LATITUDE OR 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
PHILA., QUAKER CITY RUBBER CO. WATER TANK, 1933	G-1751 P. 95	N. A. 1927	40 00 42.128 75 03 12.833			1299.3 551.2 304.4 1118.6	
PHILA., INT. SHOE CO. STACK, 1933	G-1751 Pg. 96	"	40 00 32.877 75 03 24.876			1014.0 836.5 590.0 833.1	
PHILA., FITLER ROPE CO. STACK, 1933	G-1751 Pg. 95	"	40 00 38.881 75 03 37.093			1199.2 651.3 879.7 543.3	
PHILA., FITLER ROPE CO. SILVER WATER TANK, 1933	"	"	40 00 39.530 75 03 33.690			1219.2 631.3 799.0 624.0	
PHILA., J.W. WATSON CO. STACK, 1933	" 94	"	40 00 45.97 75 03 56.69			1417.8 432.7 1344.5 78.5	
PHILA., FRANKFORD ARSENAL N'E'LY TWIN STACK, 1933	" 94	"	40 00 25.045 75 03 41.825			772.4 1078.1 992.0 431.1	
FRANKFORD, GEAS. LUMBER CO. STAND-PIPE (USE)-1925	G-1969 149	"	40 00 12.977 75 03 42.858			400.3 1450.3 1016.6 406.6	
RIVERTON LIGHT 1935	-3340 362	"	40 00 52.96 75 01 05.08			1633.4 217.1 120.5 1302.5	
RIVERTON, BINDLE'S HOUSE FLAGSTAFF 1935	"	"	40 00 47.368 75 01 46.050	Destroyed		1460.9 389.6 380.6 1042.4	
PALMYRA RANGE FRONT LIGHT, 1935	" 361	"	40 00 42.595 75 01 46.824			1313.7 536.8 1110.5 312.5	
PALMYRA EPWORTH M.E. CH. SP., 1935	"	"	40 00 21.965 75 01 17.023			677.5 1173.1 403.8 1019.4	
RIVERTON C.L. (USE) 1935	" 354	"	40 00 30.791 75 02 10.142			949.7 900.8 240.5 1182.6	

1 FT. = 3048006 METER

COMPUTED BY H.R. Rudolph

DATE Oct. 30 & 31, 1947

CHECKED BY R.M. Whitson

DATE Nov. 6, 1947

M-2388-12

3

MAP T. 8747C

PROJECT NO. PB-7(46)E

SCALE OF MAP 1:20,000

SCALE FACTOR *None*

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)	
FRANKFORT, CHAS. LANNING CO. CHIM- NEY, 1925	No. Pg. G-1969 149	N.A. 1927	40 00 12.660					390.5	1460.0	
			75 03 41.594					986.6	436.6	
PALMYRA, C.L. (USE) 1935	-3340 361	"	40 00 35.699					1101.0	749.5	
			75 02 18.273					433.4	989.7	
PALMYRA RANGE REAR LT. 1935	" "	"	40 00 25.838					796.9	1053.6	
			75 02 19.877					471.4	951.6	
PALMYRA 33 (USE) 1935	" 361	"	40 00 30.370					936.7	913.8	
			75 02 27.256					646.5	776.6	
PUMP, 1933			40 00					1471.8	378.7	
SUB. STA. R.M. No. 1 1925			75 02					1251.2	171.8	
PHILA. EXIDE CO. WATER TANK, 1933	-1751 93	"	40 02 12.48					384.9	1465.7	
			75 06 27.28					646.8	775.7	
PHILA. EXIDE CO. STACK, 1933	" 93	"	40 02 14.038					433.0	1417.6	
			75 06 24.982					592.3	830.2	
PHILADELPHIA, SEARS ROEBUCK CO. FLAG- POLE, 1933	" 93	"	40 01 47.522					1465.7	384.8	
PHILADELPHIA, SEARS ROEBUCK CO. STACK, 1933	" "	"	75 06 05.371					127.4	1295.3	
			40 01 51.776					1596.9	253.6	
SUB-STATION 47-9	" "	"	75 05 55.373					1312.9	109.7	
			284,000					1495.2	(1552.8)	
			2,740,000					951.1	(2096.9)	
SUB-STATION 47-13			280,000					2837.6	(210.4)	
SUB-STATION 47-32			2,740,000					1053.5	(1994.5)	
			290,000					1215.5	(1832.3)	
			2,750,000					2274.9	(773.1)	

1 FT. = 3048006 METER

COMPUTED BY: H.R. Rudolph

DATE Oct. 30 & 31, 1947

CHECKED BY: R.M. Whitson

DATE Nov. 6, 1947

M-2388-12

MAP T. 8747C

PROJECT NO. PH-7(46)E

SCALE OF MAP 1:20,000

SCALE FACTOR

NOTE

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR U-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)
SUB. STATION HOUSE OF CORRECTION No. 3 1935			40 01	Not	Δ Sta			932.5	(918.1)	
SUB. STATION			75 00					1243.6	(179.1)	
PHILIN, 1933			40 03	"	"			1766.6	(64.0)	
			75 04					305.5	(1116.3)	
CLARK 1884-85	Acc. Pg. No. 2-1969-119	N.A. 1927	40 00	29.7927	Foot			918.8	931.7	
			75 02	08.5999				204.0	1219.1	
	Field Comp 1946	"	284.917.36		47915.36	5,084.64		1,498.2	1,549.8	
			2,743.108.52		3,108.52	6,891.48		947.5	2,100.5	
	"	"	289.731.99		9,371.99	669.01		2,844.4	203.6	
			2,743.476.84		3,476.84	6,523.16		1,059.7	1,988.3	
	"	"	289.265.75		7,265.75	2,734.25		2,214.6	833.4	
			2,749.869.69		8,869.69	1,30.31		3,008.3	39.7	
	"	"	294.919.74		4,049.74	5,950.26		1,234.4	1813.6	
			2,757.638.17		7,638.17	2,631.53		2,245.9	802.1	
BUDD, 1946	"	"	294.065.39		4,065.39	5,934.61		1,239.1	1808.9	
			2,757.683.66		7,683.66	2,316.34		2,342.0	706.0	
RIVERTON	Acc. No. G-2340 Pg. 254	"	40 00	53.733				1,657.2	193.3	
WEARF 2, 1911			75 01	05.673				134.5	1288.4	
NJ GCS MON 2882, 1939	Burlington County	"	427.812.04		7812.04	2187.96		2381.1	666.9	
			1902.013.65		2013.65	7986.35		613.8	2434.2	
PHILA ALLSAINTS CHURCH SPIRE, 1933	Acc. No. G-1751 P. 96	"	40 00	05.240				161.6	1688.9	
			75 04	14.766				350.2	1073.0	
PALMYRA RIVERTON - PALMYRA WATER CO. LARGER STANDPIPE, 1933	" " Pg. 93	"	40 00	00.102				3.1	1847.4	
			75 00	40.244				954.6	468.6	

1 FT. = 3048006 METER 1933

COMPUTED BY: H.R. Rudolph

DATE 23 December 1947

CHECKED BY: R.M. Whitson

DATE Nov. 6, 1947

M. 2388-12

COMPILATION REPORT

MAP MANUSCRIPT

SURVEY NO. T-8747C

T-8747C (Frankford quadrangle) is one of four topographic manuscripts in Project No. PH-7(46)E located along the Delaware River. These surveys are to be compiled in accordance with the instructions dated 25 March 1946, 19 July 1946 by graphic photogrammetric methods. *All instructions filed in Div. Photogrammetry office files*

26. CONTROL

See layout of control submitted to the Washington Office 15 January 1948 with the radial plot report. A list of stations on Form No. M-2388-12 is included in this report.

Refer to paragraph 4 of the 1946 field report.

See this paragraph of shoreline report for Survey No. T-8747-A.

27. RADIAL PLOT

Refer to radial plot report for Surveys No. T-8747 to T-8750 inclusive, which was submitted to the Washington Office 15 January 1948. *Filed in Div of Photogrammetry*

Station 47-25 (new control, pricked direct - positive identification) did not hold in the radial plot. Radially plotted position is 0.4 mm south-east of geographic position.

28. DELINEATION

The compilation is in accordance with the written instruction pertaining to Project NO. PH-7(46) dated 19 July 1946 and Photogrammetry Instructions No. 17 dated 15 September 1947.

Shoreline and adjacent detail were traced directly from the reduction of shoreline manuscript T-8747-A, included in the area of this survey.

The interior was delineated from nine lens photographs supplemented with field inspection data.

The contours in Pennypack Park were taken from a map of Pennypack Park, 1905, scale 1" = 200'. They were first reduced to approximately 1:12,000 using the pantograph (5 to 1 reduction). The contours were then projected down to the scale of the manuscript using the reflecting projector.

Road classifications agree with Photogrammetry Instructions No. 10, dated 4-14-47.

29. SUPPLEMENTAL DATA

1. Philadelphia Street Data Maps, 1947, scale 1" = 500'.
2. Philadelphia Street Maps, 1946, Scale 1" = 1000'.
3. Plan of Pennypack Park, 1905, scale 1" = 200' (contours)
4. Plot Plan of Budd Field, Scale 1" = 400' (approx.)
5. Plan of Lorimer Park, 1939, scale 1" = 200' (approx.)
6. Map of U. S. Naval Aviation Supply Depot, 1947, scale 1" = 100'.
7. Plan of the Borough of Riverton, N.J. 1930, scale 1"=200'.
8. Plan of the Borough of Palmyra, 1946, scale 1" = 300'
9. Reading Company, Plan of the Delaware River Front, Fairmount Ave. to Frankford Creek, Philadelphia, Pa., scale 1" = 400'.
10. U. S. Engineers Survey of the Delaware River, Philadelphia, to Trenton, 1932, revised to 1941, scale 1:10,000 (approx.)
11. Reading Co. Wayne Junction Yard, 1934, scale 1" = 200'
12. Railroad Maps:

<u>Pennsylvania Railroad:</u>					
	<u>V-1.0</u>	<u>V-1.0</u>	<u>V-1.0</u>	<u>V-1.0</u>	<u>V-1.0</u>
	<u>1</u>	<u>2</u>	<u>18</u>		
<u>V-1.0</u>	<u>V-1.0</u>	<u>V-1.0</u>	<u>V-1.0</u>	<u>V-1.0</u>	<u>V-1.0</u>
<u>19</u>	<u>20</u>	<u>21</u>	<u>23</u>	<u>24</u>	<u>20A</u>
<u>V-1.01</u>	<u>V-1.02</u>	<u>V-1.02</u>	<u>V-1.02</u>	<u>V-1.02</u>	<u>V-1.02</u>
<u>1</u>	<u>1</u>	<u>2</u>	<u>4</u>	<u>5</u>	<u>6</u>
<u>V-1.021</u>	<u>V-1.03</u>	<u>V-1.03</u>	<u>V-1.05</u>	<u>V-1.05</u>	<u>V-1.05</u>
<u>1</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>3</u>
<u>V-3.2</u>	<u>V-3.2</u>				
<u>3</u>	<u>4</u>				

Delaware River R.R. & Bridge Co. V-1.01

Reading R.R.

35th Ward

8,	8 $\frac{1}{4}$ (2),	8 $\frac{1}{2}$,	8-3/4,	9A,	9 $\frac{1}{4}$,
9 $\frac{1}{2}$ (2),	9-3/4(2),	10,	10 $\frac{1}{4}$ (2),	11,	11 $\frac{1}{4}$ (2)
13 $\frac{1}{4}$,	13 $\frac{1}{2}$,	14,	14 $\frac{1}{4}$,	14 $\frac{1}{2}$ (2)	15,
15 $\frac{1}{4}$,	15-3/4,	16,	16 $\frac{1}{4}$,	16 $\frac{1}{2}$	

23rd Ward

10,	10 $\frac{1}{4}$,	10 $\frac{1}{2}$,	10-3/4
-----	--------------------	--------------------	--------

42nd Ward

7 $\frac{1}{4}$,	7 $\frac{1}{2}$,	7-3/4
-------------------	-------------------	-------

30. MEAN HIGH WATER LINE

All the mean high water line was traced from the reduction of shoreline survey T-8747A.

31. MEAN LOW WATER LINE

No comment.

32. DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE

No comment.

33. WHARVES AND SHORELINE STRUCTURES

No comment

34. LANDMARKS AND AIDS TO NAVIGATION

Seven (7) existing landmarks, two (2) new landmarks, (3) existing aids to navigation, and two (2) new aids to navigation were recommended for charting.

Three (3) landmarks are recommended for deletion.

See form No. 567 submitted with this report.

35. HYDROGRAPHIC CONTROL

None shown.

36. LANDING FIELDS AND AERONAUTICAL AIDS

There are four (4) airports within the area of this survey, North-east Philadelphia Airport and Budd Field, which were mentioned in the field report for 1947, and two (2) smaller airports, Boulevard Airport and Somerton Airport.

See Field Report, 1947, paragraph 13.

37. GEOGRAPHIC NAMES

Geographic names were taken from a final names standard furnished by the Washington Office. A list of geographic names is attached to this report.

38. JUNCTIONS

Junction with T-8749C to the south has been made and is in agreement.

There are no contemporary surveys to the north, east, and west.

38. JUNCTIONS (Continued)

Junction to the east with U. S. Army Engineers, Beverly quadrangle, 1944, scale 1:25,000, has been made and is in agreement, except for the contours. It is recommended that the field edit party check the contour junction.

Junction to the north and to the west is with the U. S. Geological Survey, Germantown quadrangle, edition of 1899, reprinted 1946, scale 1:62,500. Considering the date, scale and character of this quadrangle (surveyed by reconnaissance methods) the junction is satisfactory.

39. BOUNDARIES

The "Special Report on Boundaries" for this quadrangle submitted September 1947 by A. J. Wraight, and mentioned in the field report for 1947, was not available in this compilation office.

The boundaries listed in the field report for 1947 were transferred from the submitted plans without difficulty.

The Montgomery County boundary was delineated on the manuscript with the aid of the boundary monuments which were located by the field party, and the Philadelphia Street Data Map, 1947, scale 1" = 500'. The Cheltenham, Abington and Moreland Township boundaries were taken from the U.S.G.S. Germantown quadrangle. The borough boundaries in the New Jersey area were furnished by the field party, on the photographs.

Refer also to the field report attached to this report.

41. DISCREPANCY OVERLAY

A discrepancy overlay has been prepared and is being submitted with this manuscript.

42. VERTICAL CONTROL

The new third order bench marks established in 1946 were transferred directly from the field photographs to the manuscript by holding common detail. Neither descriptions nor pricking cards were furnished for these bench marks.

Five (5) N.J.G.C.S. monuments in the New Jersey area of the manuscript were identified as vertical control and are shown as horizontal control stations.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

Survey No. T-8747C has been compared with the U. S. Geological Survey Germantown quadrangle, edition of 1899, reprinted 1944, scale 1:62,500. Minute comparison was not possible because of the scale

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES (Continued)


difference between the two surveys. It was evident, however, that a great many man made changes have taken place since 1899.

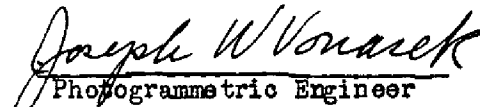
Previous Surveys Nos. T-1993 A and T-6395 of the U. S. Coast and Geodetic Survey are in the area of this survey, but they were not available for comparison.

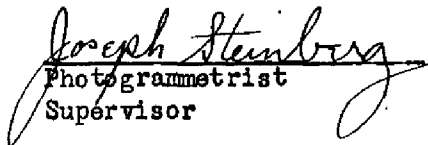
45. COMPARISON WITH NAUTICAL CHARTS

Refer to the descriptive report for shoreline Survey No. T-8747 A.


Respectfully submitted
28 March 1949


Engineering Draftsman
Compilation and Descriptive Report


Photogrammetric Engineer
Compilation Office Reviewer


Photogrammetrist
Supervisor

Approved and forwarded
29 March 1949


Officer in Charge
Baltimore Photogrammetric
Office

FIELD EDIT REPORT
QUADRANGLE T-6747 A & C
(40 - 00)(75 - 00)
PROJECT PH-7 (46)

Hubert A. Paton, Chief of Party

The field edit survey of this sheet was made by Mr. W. L. Lineweaver, Cartographic Draftsman and Mr. R. A. Horn, Cartographic Engineer, from 15 June 1950 to 28 July 1950, in accordance with the Director's Field Edit Instructions dated 24 August 1945 and supplementary instructions.

46. METHODS

The field edit men ^{rode} ~~road~~ in a truck over sufficient roads, and walked the shoreline and trails necessary, to enable them to view all details within the limits of the sheet.

It should be noted here that the numerous discrepancies and additions covered by this report (and the field edit sheet) should not be considered indicative of inefficiency on the part of the original field surveys or the compilation office. Primarily it is the combined results of the time lapse between the original work and the date of field edit, plus the magnitude of building and development that has occurred in this section during the past few years. Contours have changed, creeks have disappeared, shoreline has been altered, and a multitude of buildings and roads have sprung up; all of which verify the tremendous expansion that has transpired in the northeast Philadelphia section.

3. INTERPRETATION OF THE PHOTOGRAPHS

No difficulties were experienced in the interpretation of the photographs since they were taken on 4 June 1950. Had recent photography not been supplied the field edit party the time and expense of editing would have been almost prohibitive.

The following photographs contain field edit information: 6-4-50 - 0 - 1325, 26, 28 to 32, 37 to 43, 49, 50, 55 to 62, and 66 to 73, inclusive.

4. HORIZONTAL CONTROL

Two specific control stations were investigated. The pricking card of Traverse Station 47-25 was compared with existing field conditions and the identification of said station appears to be adequate.

The triangulation station "Philadelphia, St. Leo's Church, Spire" was found to be plotted on the sheet approximately 2350 feet north-northeast of the actual location of the church. It is believed that the listed geographic position is in error. It is recommended that the Division of Geodesy be requested to review their records on this station. *Done*
The station has been identified by this party on photo 6-4-50 - 0 - 1355. A control Station Identification card and Form 526 are submitted with other edit data.

6. CONTOURS AND DRAINAGE

With the adjustments indicated on the edit sheet it is felt the contours will give an adequate portrayal of the relief. Minor corrections have been made at various spots and several depression contours have been deleted (the result of "fills" and leveling of surface for construction). Generally speaking the housing developments have not altered the contours. The compiler making the corrections should simply draft the contour around any new structure in cases where it would appear to bisect the building.

Various changes have occurred in drainage. Several creeks have been eliminated by "fills", with the drainage now being underground via sewers.

On photograph 1350 a small section has been re-contoured due to a change in course of Frankford Creek and development activity in the area.

7. MEAN HIGH WATER LINE

At three points along the Philadelphia shore of the Delaware River the MHWL has been adjusted to fit existing shoreline.

8. MEAN LOW WATER

A small section of approximate mean low water line has been indicated at the mouth of Pennypack Creek.

15. BRIDGES

All bridge information for the area covered by this report as listed in the U. S. Engineer's "List of Bridges Over Navigable Waters in the U. S.", dated July 1, 1941, was verified in the field, all clearances were carefully measured, and the published clearances were found to be correct except for the following discrepancies, which will be reported (with discrepancies noted in areas adjacent to this sheet) to the Local District Engineer:

DELAWARE RIVER	Field Information	Listed Information
Tacony, Pa., Palmyra, N. J. (67)	H. C. 230 (L) 245 (C)	H.C. 520 (L) 240 (C)
Drawbridge Chan. Main fixed Span	V.C. 49.5 58.5	V.C. 53.6 64.5
PENNYPACK CREEK		
Pennsylvania R. R. (62)	3 Span V.C. 17.8*	4 Span V.C. 8.25
Philadelphia, Pennsylvania Torresdale Ave. (10)	V.C. 9.1	V.C. 12.0

*Arched Span, maximum vertical clearance.

16. BUILDINGS

Innumerable buildings have been added as the result of developments previously mentioned. To eliminate congestion on the finished sheet, it may be advisable to revise the urban limits.

18. GEOGRAPHIC NAMES

Each action on a geographic name has been verified locally through at least two independent sources. The list of recommendations are as follows:

- ✓Delete "RYERS" -- this locality has been Ryers, Five Points, Lower Fox Chase; it is now part of Burholme.
- Change "LIGHTHOUST ATHLETIC FIELD" to "LIGHTHOUSE ATHLETIC FIELD".
- ✓Delete "ROSLYN" -- it is about one mile west of sheet.
- ✓Change "JEANES MEMORIAL HOSPITAL" to "JEANES HOSPITAL".
- ✓Delete "PHILMONT CLUB" -- it is north of sheet limits.
- ✓Change "NORTHEAST PHILADELPHIA AIRPORT" to "NORTH PHILADELPHIA AIRPORT" -- by City Ordinance of March 29, 1948.
- ✓Change "HUNTINGTON PIKE" to "HUNTINGDON PIKE".
- ✓Add "JUNIATA" -- west of Frankford Creek.
- ✓Relocate "FRANKFORD" -- it is east of Frankford Creek.
- ✓Relocate "BRIDESBURG" -- it is south of Frankford Creek.
- ✓Delete "LITTLE TACONY CREEK, WISSINOMING CREEK, and WINGOHOCKING CREEK" -- all have been 'filled'.
- ✓Change "POMPESTON CREEK" to "POMPESS CREEK".
- ✓Delete "COLLEGEVILLE" and "ROWLAND" (reference numbers 11 & 12 on sheet). Neither are akin to the respective areas.
- ✓Add "PENNYPACK WOODS", "ACADEMY GARDENS", "WINCHESTER PARK", "LUMAR PARK", AND "NORTHEAST VILLAGE", all are names of recent housing developments.
- ✓Change "TACONY AVE." to "STATE ROAD"; "COMLY ROAD" to "RED LION ROAD"; "WELCH ROAD" to "WELSH ROAD"; and "PALMETTO AVE" to "CASTOR AVE".
- ✓Delete "COOPERSVILLE" -- no longer in common usage.
- ✓Delete "TORRESDALE FRANKFORD COUNTRY CLUB" and "POQUESSING COUNTRY CLUB". Both are off east limits of sheet. On the latter, the original name was Holmesburg Country Club; it was changed to Poquessing Country Club for a period of approximately five years. In April of this year it was changed back to "HOLMESBURG COUNTRY CLUB", which is the recommended name.

17. ADEQUACY OF COMPILATION

The original compilation is very good. Only a few minor details had been omitted or mis-interpreted, fewer than would normally be anticipated in a sheet with this amount of detail.

18. ACCURACY TEST

A vertical accuracy test was run by conventional planetable methods in a relatively rugged area. The results of this test are as follows:

- 43 - Points tested.
- 36 - Points within $\frac{1}{2}$ contour interval
- 5 - Points in error $\frac{1}{2}$ to a full contour interval.
- 2 - Points in error more than full contour interval.
- 83.7% of all points tested were within allowable limits of accuracy.

Vertical Closure on Accuracy Test loop was 0.57' high.

*No allowance
made for horizontal
shift. See Review
Report # 66.
J.R.*

49. REVIEW

Mr. Joseph Meehan, Airport Manager, North Philadelphia Airport, Philadelphia, Pennsylvania has reviewed the corrected sheet and no errors were noted by him.

Submitted:
31 July 1950

Robert A. Horn
Robert A. Horn
Cartographic Engineer

Approved:

Hubert A. Paton
Chief of Party

1	Name on Survey	On Chart	On previous s.	On U. S. quad	From local	On local Map	P. O. Guide o.	Rand McNall	U. S. Light	
		No.	No.	Maps	information					
	Pennsylvania								USGB	1
	New Jersey								"	2
	Delaware River								"	3
	Philadelphia								"	4
	Bypass U.S. 1 and 13									5
	Roosevelt Boulevard									6
	U.S. 1									6
	U.S. 13									7
	U.S. No. 611									8
	U.S. 422									9
	New Jersey side:									10
	Burlington County									11
	Cinnaminson Township									12
	Riverton Cove									13
	Pompey									14
	Pompey Creek									15
	Riverton (Bong)									16
	Riverton Country Club Golf Course									17
	Palmyra (Bong)									18
	Eight Mile Point									19
	Tacony Palmyra Bridge (Toll)									20
	Pennsylvania R.R.									21
	State No. S 41									22
	Pennsylvania side:									23
	Bridesburg									24
	Bridesburg Park									25
	Holy Redeemer Cemetery									26
	White Hall Commons									27
	Frankford Creek									28

Survey No. T-8747 C

		On Chart No.	On previous No.	On U. S. qual Maps	From local information	On local Map	P. O. Guide	Rand McN.	U. S. Light	
2	Name on Survey	A	B	C	D	E	F	G	H	K
✓	Philadelphia County									1
✓	Montgomery County									2
✓	Abington Township									3
✓	Cheltenham Township									4
✓	Pennsylvania R.R.									5
✓	Reading Company									6
✓	Moreland Township									7
										8
✓	Frankford Arsenal									9
	Swimming Creek									10
✓	Frankford									11
	Cheltenham									12
										(still in use for a residential area?)
✓	McKinley Playground									13
✓	Belvue Cemetery									14
✓	Erie Avenue									15
✓	Yellow Jacket Speedway									16
	Highland Athletic Field									17
										(error in spelling?)
✓	New Cathedral Cemetery									18
✓	Philadelphia Hospital for Contagious Diseases									19
✓	Greenmount Cemetery									20
	Wingshooking Creek									21
✓	Juniata Park									22
✓	Tacony Creek									23
✓	Tacony Creek Park									24
✓	Juniata Golf Course									25
✓	Greenwood Cemetery									26
✓	Oakland Cemetery									27
✓	Friends Hospital									28

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3	Name on Survey	On Chart	On previous	On U. S. qual	From local	On local Map	P. O. Guide	Rand McN	U. S. Light	
		No.	No.	Maps	information					
	Frankford Stadium									1
	Feltonville									2
	Olney									3
	Crescentville									4
	Har Nebo Cemetery									5
	U.S. Naval Aviation Supply Depot									6
	Fittin Tacony Creek									7
	Castor Avenue									8
	North Cedar Hills Cemetery									9
	Frankford Avenue									10
	Wissinoming Park									11
	Cedar Hills Cemetery									12
	Adath Eshurun Cemetery									13
	Mt. Sinai Cemetery									14
	Wissinoming									15
	Magnolia Cemetery									16
	Disston Park									17
	Tacony									18
	Tacony Park									19
	Mayfair									20
	Quaker City Gun Club									21
	Tacony Avenue									22
	Pennypack Creek									23
	Torresdale Filter Plant									24
	Torresdale Avenue									25
	Rowland									26
	Collegeville									27

4	Name on Survey	On Chart	On previous s.	On U. S. quao	From local	On local Map	P. O. Guide o.	Rand McNali.	U. S. Light L	
		No.	No.	Maps	information					
	Torresdale									1
	Salinasville Poquearing County Club									2
	Holmesburg									3
	Oxford and Lower Dublin Poor Farm									4
	Rhawn Street									5
	Cottman Avenue									6
	Richmanto Avenue									7
	Pennypack Park									8
	Sandy Run									9
	Seers									10
	Lawndale									11
	Lawndale Flag Stop									12
	Oxford Avenue									13
	Cheltenham									14
	Fern Rock									15
	Oak Lane									16
	Cheltenham ^{Road} Avenue									17
	Melrose Country Club									18
	Ashmead Village									19
	Ashbourne Road									20
	Oak Lane Country Day School									21
	West T. cony Creek									22
	Melrose Park & Playground									23
	Ashbourne Country Club									24
	Industrial Training School									25
	Rock Lane Creek									26
	Cheltenham Township School									27
	Elkins Park									28

Survey No. T-8747 C

5	Name on Survey	On Chart	On previous	On U. S. qual	From local	On local Map	P. O. Guide o	Rand McNai	U. S. Light	
		No.	No.	Maps	information					
	Township Line Road				(part of State No. 73)					1
	East Branch				(of Jenkintown Creek)					2
	St. Basil Academy									3
	Lawnview Cemetery									4
	Fox Chase Road				State No. 163					5
	Montefiore Cemetery									6
	Burholme Avenue									7
	McKinley									8
	Chickadee Branch									9
	Burholme									10
	Burholme Park									11
	Ayes Library and Museum				(spelling of name?)					12
	Jeanes Memorial Hospital									13
	Fox Chase									14
	Rockledge									15
	Rockledge Boro of Rockledge									16
	Rhawnhurst									17
	Shriners Hospital									18
	Evangelical Home									19
	Baptist Home									20
	Nazareth Hospital									21
	St. Margarets Vocational School									21
	Welsh Road				(also, is name correctly applied: there is (or Welsh?) - a Welsh Ave. and a Road)					22
	Rockledge Branch				(of P.R.R. is name now used?)					23
	Axe Factory Road									24
	Torresdale									25
	Torresdale Country Club									26
	Torresdale Frankford Country Club									27

Survey No.

T-8747 C

6

Name on Survey

	On Chart No.	On previous No.	On U. S. quad. Maps	From local information	On local Maps	P. O. Guide on	Rand McNally	U. S. Light L.	
A	B	C	D	E	F	G	H	K	
✓ Ashton Road									1
✓ Grant Avenue									2
✓ Blue Grass Road									3
✓ North Northeast Philadelphia Airport									4
✓ Boulevard Airport									5
✓ Bistleton									6
✓ Bistleton Avenue			✓ State 532	northeast of Bistleton					7
✓ Somerton Airport									8
✓ Somerton									9
✓ Budd Airport (Abandoned)									10
Philmont Club									11
✓ Huntingdon Valley									12
✓ Bethayres									13
✓ County Road									14
✓ State No. 169									15
✓ Robinhood Brook									16
✓ Meadowbrook									17
✓ Valley Falls Station									18
✓ Moreland Road									19
✓ Convent of the Daughters of the Most Holy Redeemer									20
✓ Huntingdon Pike			✓ State No. 232						21
✓ Hollywood									22
✓ Walnut Hill									23
✓ Harpers Station									24
✓ Lorimer Park									25
✓ Rockledge Branch									26
✓ Saw Mill Run									27
✓ Terydal Golf Course									28

GEOGRAPHIC NAMES

Survey No.

2717-

Name on Survey	A On Chart No.	B On previous survey	C On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Ma.	G Rand McNally At.	H U. S. Light List	K
✓ <u>Miller's Cemetery</u>									1
✓ <u>Washington Lane</u>									2
✓ <u>Holmes Circle</u>									3
✓ <u>Camp Mandy</u>									4
✓ <u>Olney N. S.</u>									5
✓ <u>Palmyra Munic. Park</u>									6
✓ <u>State Road</u>									7
✓ <u>Northwood Park</u>									8
✓ <u>Juniata</u>									9
✓ <u>Winstleton Ave.</u>									10
✓ <u>Northwest Hill</u>									11
✓ <u>Upper Park</u>									12
✓ <u>Garrett Air Ground (Apt. 1)</u>									13
✓ <u>Red Lion Road</u>									14
✓ <u>Wilbert Road</u>									15
✓ <u>Miller Falls</u>									16
✓ <u>Hill Road</u>									17
✓ <u>Ryd 1 Road</u>									18
✓ <u>Academy Road</u>									19
✓ <u>Academy Gardens</u>									20
✓ <u>Fourtrack Woods</u>									21
✓ <u>Rowstown Ave.</u>									22
✓ <u>Shelton Hills</u>									23
✓ <u>Erse Road</u>									24
✓ <u>Church Road</u>									25
✓ <u>Disquehanna Street Road</u>									26
✓ <u>Miller Road</u>									27
✓ <u>Highland Ave.</u>									

9

Q7A7

A	On Chart No.

On previous No.

C On U.S.

5. quadrang
Maps
From
in

Local
information

on local Maps

P. O. Guide of

Rand McNair

U. S. Light

nt List

/

✓	Admiral St.								1
✓	Lancaster Ave.								2
✓	Lowland Ave.								3
✓	London Circle								4
✓	Longwood Circle								5
✓	Mabington H. S.								6
✓	Maitland H.S.								7
✓	Northeast Catholic H.S.								8
✓	St. Mary's H.S.								9
✓	Abraham Lincoln H.S.								10
✓	Wilson Jr. H.S.								11
✓	Frankford H.S.								12
✓	Gardner Jr. H.S.								13
✓	St. Mary's Sem.								14
✓	World War II Memorial Park								15
✓	[Illegible]								16
✓	[Illegible]								17
✓	Philadelphia Country Club Golf Course								18
✓	City of Philadelphia								19
✓	Discipline Light Club								20
✓	Hiverton Memorial Park								21
✓	[Illegible]								22
✓	[Illegible]								23
✓	Frankford Hosp.								24
✓	#1								25
✓	62								26
✓	72								27
✓	Page 292								28
✓	532								29

M 234

GEOGRAPHIC NAMES

Survey No.

10

T 8747 3

Name on Survey

	A	B	C	D	E	F	G	H	K	
✓ <u>Roosevelt Blvd</u>										1
✓ <u>Rising Sun Ave.</u>										2
✓ <u>Wyoming Ave.</u>										3
✓ <u>Adams Ave</u>										4
✓ <u>Adams Ave</u>										5
✓ <u>Adams Ave</u>										6
✓ <u>Adams Ave</u>										7
✓ <u>Levick St</u>										8
✓ <u>Levick St</u>										9
✓ <u>Levick St</u>										10
✓ <u>Marret St</u>										11
✓ <u>Main St</u>										12
✓ <u>N Broad St</u>										13
✓ <u>Byberry Road</u>										14
										15
✓ <u>Willow Grove</u>										16
✓ <u>Soyestown</u>										17
✓ <u>Southampton</u>										18
✓ <u>Teasterville</u>										19
✓ <u>Trenton</u>										20
✓ <u>Bristol</u>										21
✓ <u>Riverside</u>										22
✓ <u>Camden</u>										23
✓ <u>US 30</u>										24
✓ <u>US 130</u>										25
✓ <u>Alt US 422</u>										26
All names underlined										27
and checked and										28
Approved after F.E.										29
and final check.										30
2-13-51										31
A. J. W.										32

Horizontal Control to be Smooth DraftedTriangulation Stations

1. BUDD (C)
2. FELIN (C)
3. B.M.
4. B.M.
5. B.M.
6. B.M.
7. STACK (C)
8. STACK (C)
9. STACK (C)
10. STACK (C)
11. STACK (C)
12. STACK (C)
13. STACK (C)
14. STACK (C)
15. STACK (C)
16. SPIRE (C)
17. SPIRE (C)
18. SPIRE (C)
19. SPIRE
20. TANK (C)
21. TANK (C)
22. CUPOLA (C)
23. CUPOLA (C)
24. PUMP (C)
25. FLAGPOLE (C)
26. STANDPIPE (C)
27. WELLS 2(C)
28. HOUSE OF CORRECTION 3(C)
29. STANDPIPE (E)
30. PALMYRA 33(E)
31. MON. NO. 2880 (S)
32. MON. NO. 2882 (S)
33. MON. NO. 2884 (S)

Topographic Stations

1. STACK
2. STACK
3. R. TOWER (WTEL)
4. AERO

Review Report T-8747C
Topographic Map Manuscript
21 February 1951

62. Comparison with Registered Topo Surveys: For the areas in common, this survey supersedes:

T-168(1843) 1:10,000
T-2144(1885) 1:2,400
T-1934(1888) 1:1,200
T-1993(1890) 1:9,600
T-1993a(1911) 1:10,000
T-3377(1912) 1:20,000

for nautical charting purposes. This survey also supersedes T-6395(1935) 1:10,000 and T-6496(1935) 1:10,000 except for offshore features such as piles, and low waterline.

63. Comparison with Maps of other Agencies:

Germantown, Pa.-N.J. (1894) 1:62,500
Beverly, Pa.-N.J.(1944) 1:24,000

A comparison was made with the junction of this map. The matching of the detail was fair, contours being the most noticeably off in agreement. Although the contours do not agree in horizontal position, the differences in vertical position is relatively small - usually within 10 feet. Apparently the low water line on the south side of the Delaware River was mapped as the shoreline ~~on the south side of the Delaware River was mapped as the shoreline~~ ~~line~~ on the Beverly quad so there is a 200 ft. difference in the position of this feature.

64. Comparison with Contemporary Hydro Surveys. - None
65. Comparison with Nautical Charts: No. 296 8/14/50 1:40,000

The clearances of the Tacony - Palmyra bridge should be corrected. This survey should be applied to this chart when it is reconstructed. Additions and changes made during review are shown in red on the manuscript.

66. Adequacy of Results:

The test of vertical accuracy run by the Field Edit party was re-evaluated during review using the allowable horizontal shift of 0.61 mm. This map complies with national map accuracy standards.

67. Navigational Aids and Landmarks:

The azimuth angle has been shown on the manuscript for Delair Range but not Palmyra range because the field parties did not obtain a "point on range" for the latter range.

Aids and landmarks are listed on Form 567 and filed in the Division of Charts as Chart Letter No. 679 (1946).

69. Classified Areas:

Cultural features in Frankford arsenal and the U. S. Naval Aviation Supply Depot have been left on the manuscript pending a decision on the classification of these areas.

70. Overlay:

An overlay has been prepared showing control, road classifications, etc. Checked and unchecked spot elevations are not differentiated on the manuscript, so they have been shown with the proper colors on the overlay.

A list of horizontal control, as they will be designated on the published map, has been prepared.

Reviewed by:

Jack L. Rihn
Jack L. Rihn, Cartographer

H. E. Edmonson
Chief, Nautical Chart Branch
Division of Charts

Approved by:

A. V. Griffith
Chief, Review Section
Division of Photogrammetry

J. L. Patterson
Chief, Division of Coastal
Surveys

O. S. Reading
Chief, Division of Photogrammetry

mg

8747 a

8747 a

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	Photogrammetric Shoreline
Field No.	Office No. T-8747A
Project No. PH-7(46)E	
LOCALITY	
State	New Jersey, Pennsylvania
General locality	Delaware River
Locality	Frankford Creek to Pennypack Creek
194 7	
CHIEF OF PARTY	
Thos. B. Reed	
LIBRARY & ARCHIVES	
DATE	

DATA RECORD

T-8747 A

Quadrangle (II):

Project No. (II): PH-7(46)E

Field Office: Camden, New Jersey
Philadelphia, Pa.

Chief of Party:

E. L. Jones
Riley J. Sipe

Compilation Office:

Chief of Party:

Baltimore Photogrammetric Office

Thos. B. Reed

Instructions dated (II III):

Copy filed in Descriptive
Report No. T- (VI)

Completed survey received in office:

Reported to Nautical Chart Section:

Reviewed: 5 MAR 51

Applied to chart No.

Date:

Redrafting Completed:

Revised: Chupier - H. Stepler 9/7 51 August 23, 1951
Proof edit: H. Stepler 9/17 51

Registered: 2-5-54

Published:

Compilation Scale: 1:10,000

Published Scale:

Scale Factor (III): 1.000

Geographic Datum (III): N. A. 1927

Datum Plane (III): ~~M.S.L.~~ MHWL

Reference Station (III): KEYSTONE, 1911

Lat.: 40° 01' 13.740" (423.8m)

Long.: 75° 01' 52.087" (1235.2m)

Adjusted

~~Unadjusted~~

State Plane Coordinates (VI): PENNSYLVANIA SOUTH ZONE

 $x = 2,761,387.90 \text{ feet}$ $y = 262,036.07 \text{ feet}$

NEW JERSEY

 $x = 1,897,919.63 \text{ "}$ $y = 432,609.33 \text{ "}$

Military Grid Zone (VI)

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
46-D-1776 and 1777	3-3-46	1440	1:10,000	5.8' above MLW
" 1795 and 1796	3-3-46	1504 & 1505	"	5.5' " "
" 1827 and 1828	3-3-46	1533	"	5.1' " "
" 1829 and 1830	3-3-46	1535	"	5.0' above MLW
" 1840 to 1843	3-10-46	1415	"	0.3' below MLW
" 2061 to 2064	3-12-46	1415	"	2.6' above MLW
" 1805 to 1808	3-3-46	1514	"	5.4' above MLW

Tide from (III): Actual tide observations at Philadelphia corrected to Torresdale to Bridesburg

Mean Range: 5.7'

Spring Range: 6.0'

Camera: (Kind or source) U.S.Coast and Geodetic Survey single lens camera.
Wide angle, type 'D'. Focal length 12".

Field Inspection by: See page 1 of field reports for
Survey No. T-8747C date: 12 Aug. '46-
25 Nov. 1946

Field Edit by: date: 18 April 1946 -
30 Sept. 1947

Date of Mean High-Water Line Location (III): Same as date of photographs supplemented with field inspection obtained during August - November 1946 and April - September 1947.

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

" " " checked by: T.L.J. date:

Control plotted by: Washington Office date:
Additional control plotted by: R. M. Whitson date: 3/10/48
Control checked by: Washington Office date:
Additional control checked by: R. Glaser 3/12/48

Radial Plot by: date:
Detailed by: Washington Office date: 12/16/47

Detailed by: date:
Additional detailing by: Ruth M. Whitson (1/2/48 to 1/21/48
(1/26/48 to 2/10/48
Reviewed in compilation office by: R.Glaser date: (2/16/48 to 2/19/48
DATE: 3/12 to 3/18/48

Elevations on Field Edit Sheet
checked by: date:

STATISTICS (III)

Land Area (Sq. Statute Miles): 5

Shoreline (More than 200 meters to opposite shore): 9 statute miles

Shoreline (Less than 200 meters to opposite shore): 5 statute miles

Number of Recoverable Topographic Stations established: 4

Number of Temporary Hydrographic Stations located by radial plot:

Leveling (to control contours) - miles:

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

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

Remarks:

T-8747-A SUMMARY

This is one of a series of 24 shoreline maps in Project Ph-7(46) covering both sides of the Delaware River from Trenton, New Jersey and extending southward to Lower Delaware Bay.

These shoreline maps at 1:10,000 scale are to furnish data for:

- (1) Revision of nautical charts
- (2) A series of 18 topographic compilations
at 1:20,000 scale.

The latter compilations are to be published by the U. S. Geological Survey as standard topographic quadrangles at a scale of 1:24,000.

This map has furnished detailed shoreline information for the southern half of the topographic compilation T-8747C.

FIELD REPORT
SHORELINE MANUSCRIPT, SURVEY NO. T-8747A

The area of this shoreline is covered by topographic Survey No. 8747C. For field data covering Survey No. T-8747A, refer to the field reports of the above mentioned topographic survey.

COMPILATION REPORT

SHORELINE MANUSCRIPT, SURVEY NO. T-8747 - A

Survey No. T-8747-A is one of five (5) shoreline manuscripts in Project No. PH-7 (46)E, located in or near the city of Philadelphia, along the Delaware River.

T-8747-A was compiled in the Washington Office by stereoplanigraph and was revised in the Baltimore Compilation Office.

26. CONTROL:

Sixteen (16) additional control stations were plotted within the revised area of this survey at the Baltimore Compilation Office.

A list of stations on Form No. M 2388-12 is included in this report.

Triangulation station BRIDESBURG PRESBYTERIAN CHURCH SPIRE, 1925, which was plotted on the manuscript in the Washington Office, was reported lost in 1935 and in 1946. The station has been removed from the manuscript.

Triangulation station Tacony Rear Range Lt. 1933 was not plotted on the manuscript because the field party of 1946 reported the range discontinued and the light removed.

The spelling of station names FRANKFORD, CHAS. LENNIG CO., CHIMNEY, 1925, and FRANKFORT, CHAS. LENNIG CO. STDP., 1925, is in disagreement with the spelling as shown on the geographic position list. They have been shown on the manuscript as listed in the geographic position list in accordance with instructions contained in a letter from the Acting Director dated 9 March 1948, a copy of which is attached to this report.

27. RADIAL PLOT

None.

28. DELINEATION:

The compilation is in accordance with the written instructions pertaining to Project No. Ph-7(46)E, dated 25 March 1946 and 19 July 1946.

T-8747-A was compiled in the Washington Office by stereoplanigraph using reduced diapositives of single lens normal photographs Nos. 1794 through 1796 and 1827 through 1830. The diapositives were reduced 210 mm/6" to correspond to normal 210 mm machine projectors. Five models were employed.

28. DELINEATION: (Continued)

Considerable revision was found to be necessary in order to comply with present instructions and standardized methods of compilation.

Using prominent shoreline features, and road intersections as control points, the shoreline and immediately adjacent planimetry was re-delineated in accordance with field inspection data.

Groups of buildings, delineated as one large block were prevalent throughout the survey. These buildings were re-delineated after careful examination of the photographs.

The stereoplanigraph delineation of Frankford Creek was not completed to the neat line of the manuscript. In order to accomplish this delineation in the Baltimore office, it was first necessary to graphically transfer several detail points in this area from the topographic manuscript T-8747C.

Four (4) recoverable topographic stations were radially plotted on the manuscript from photographs oriented to numerous triangulation stations in the area.

The limits of the revision in the Baltimore Photogrammetric Office has been defined by a washable red ink line on the reverse side of the manuscript. *Removed during review.*

30. MEAN HIGH WATER LINE:

The shoreline was delineated from single lens photographs (1:10,000 scale field ratio prints) in accordance with the field identification shown thereon. Shoreline, for which no field inspection was furnished, was delineated in the compilation office after careful stereoscopic examination of the photographs.

31. MEAN LOW WATER:

Only that portion of the mean low water line identified by the field party was delineated on the map manuscript.

32. DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE:

Field inspection was adequate for interpretation of these features.

33. WHARVES AND SHORELINE STRUCTURES

Delineated in accordance with the field identification.
(See Field Report for Survey No. T-8747C, Paragraph 9, 1946).

34. LANDMARKS AND AIDS TO NAVIGATION:

Nine (9) landmarks, and five (5) aids to navigation are to be charted.

Three (3) landmarks are to be deleted.

See form No. 567 submitted with reports for Topographic Survey No. T-8747C. *Filed as Chart Letter #679(1946) in the Div of Charts.*

35. HYDROGRAPHIC CONTROL

None.

36. LANDING FIELDS AND AERONAUTICAL AIDS

None

38. GEOGRAPHIC NAMES:

Geographic names were taken from final names standards furnished by the Washington Office. A list of geographic names is attached to this report. *See name list in Descriptive Report for T-8747C.*

39. JUNCTIONS:

Junctions with Surveys Nos. T-8749B to the south, and T-8767 to the east, will be made when those surveys have been compiled.

There are no other contemporary shoreline surveys.

~~T-8747A is a part of Topographic Survey No. T-8747C.~~

40. BOUNDARIES:

None

41. BRIDGES:

See 1946 Field Report for noted clearance discrepancies:

44. COMPARISON WITH EXISTING TOPOGRAPHIC SURVEYS:

Survey No. T-8747A has been compared with the U.S. Geological Survey, Germantown quadrangle, scale 1:62,500. Minute comparison was not possible because of the great difference in scale between the two surveys. Also many natural and man-made changes have occurred since the date of the original quadrangle survey. The most obvious difference is the absence of the Tacony Palmyra Bridge on the quadrangle.

45. COMPARISON WITH NAUTICAL CHARTS

Survey No. T-8747-A has been compared with Nautical Chart No. 296, scale 1:40,000, and found to be in fair agreement.

The following topographic information shown on T-8747A is of sufficient importance to warrant immediate application to the chart:

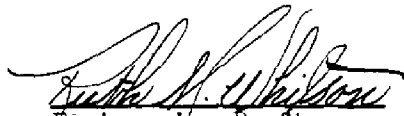
None.

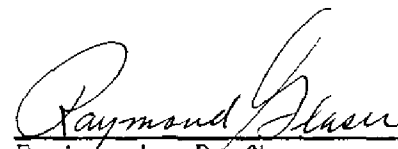
The following topographic details above the plane of mean high water are not shown on this manuscript, but are believed to still exist and should be carried forward on the chart:

None

Low water features are shown in part and should be completed by the hydrographic party.

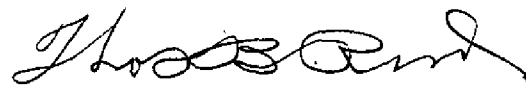
Respectfully submitted
25 February 1948


Engineering Draftsman
Compilation and Descriptive Report


Engineering Draftsman
Photogrammetric Office Reviewer


Supervisor

Approved and forwarded
23 March 1948


Officer in Charge
Baltimore Photogrammetric Office

GEOGRAPHIC NAMES

See Geographic Name List in T-8747C Descriptive Report

- BRIDEBURG
- DELAWARE RIVER
- EIGHT MILE POINT
- FRANKFORD ARSENAL
- FRANKFORD CREEK
- PALMYRA
- PENNYPACK CREEK
- PENNSYLVANIA RAILROAD (P.R.R.)
- ~~ROMPESTON CREEK~~
- RIVERTON
- TACONY
- TACONY PALMYRA BRIDGE
- ~~WISSINOMING CREEK~~

MAP T. 8747A

PROJECT NO. PH-7(46)E

SCALE OF MAP 1:10,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX) Acc. Pg.	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	
PALMYRA RIVERTON - PALMYRA WATER CO. LARGER S. PIPE 1933	G- 1751 93	N.A. 1927	40 00	00 00.102				3.1	1847.4		
			75 00	40.244				954.6	468.6		
FRANKFORD PUMPING 2, 1925	G- 1664 77	"	40 00	48.331				1490.6	359.9		
			75 02	52.151				1236.8	186.2		
	" 68	"	40 00	48.479				1495.2	355.3		
			75 02	52.804				1252.3	170.7		
PUMP, 1933			40 00					1471.8	398.7		
PUMP, 1933			75 03					1251.2	171.8		
PHILA. QUAKER CITY RUBBER CO. WATER TANK, 1933	G- 1751 95	"	40 00	42.128				1299.3	551.2		
			75 03	12.833				304.4	1118.6		
PHILA. INT. SHOE CO. STACK, 1933	" 96	"	40 00	32.877				1014.0	836.5		
			75 03	24.876				590.0	833.1		
PHILA. ALL SAINTS CHURCH SPIRE, 1933	" 96	"	40 00	05.240				161.6	1688.9		
			75 04	14.766				350.2	1073.0		
PHILA. FITLER ROPE CO. STACK, 1933	" 95	"	40 00	38.881				1199.2	651.3		
			75 03	37.093				879.7	543.3		
PHILA. FITLER ROPE CO. SILVER WATER TANK, 1933	" 95	"	40 00	39.530				1219.2	631.3		
			75 03	33.690				799.0	624.0		
PHILA. J.W. WATSON CO. STACK, 1933	" 94	"	40 00	45.97				1417.8	432.7		
			75 03	56.69				1344.5	78.5		
PHILA., FRANKFORD ARSENAL NEELY TWIN STACK, 1933	" 94	"	40 00	25.045				772.4	1078.1		
			75 03	41.825				992.0	431.1		
RIVERTON WHARF 2, 1911.	G- 3340 354	"	40 00	53.733				1657.2	193.3		
			75 01	05.673				134.5	1288.4		

1 FT. = 3048006 METER

COMPUTED BY: H.R. Rudolph

DATE Oct. 30 & 31, 1947

CHECKED BY: R.M. Whitson

DATE Nov. 6, 1947.

M-2388-12

SCALE FACTOR

SCALE OF MAP 1:10,000

PROJECT NO PH-7(46)E

MAP T. 8747A

STATION	SOURCE OF INFORMATION (INDEX) Acc. Pg.	DATUM	LATITUDE OR ψ -COORDINATE LONGITUDE OR π -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)
CLARK, 1887-85	No. 1969	N.A. 1927	40 00 29.791	Look		918.8 931.7	
FRANKFORD, CHAS. LEAVING CO.	" "	"	75 03 08.599			204.0 1219.1	
CHIMNEY, 1925	" "	"	40 00 12.660			390.5 1460.0	
FRANKFORD, CHAS. LEAVING CO.	" "	"	75 03 41.594			986.6 436.6	
S PIPE (USE) 1925	" "	"	40 00 12.977			400.3 1450.3	
RIVERTON LIGHT 1935	9340 362	"	75 03 42.858			1016.6 406.6	
RIVERTON LIGHT 1935	"	"	40 00 52.96			1633.4 217.1	
RIVERTON LIGHT 1935	"	"	75 01 05.08			120.5 1302.5	
RIVERTON LIGHT 1935	"	"	40 00 14.138	Look		1460.9 389.6	
PALMYRA RANGE FRONT LIGHT, 1935	" 361	"	75 01 46.824			380.6 1042.4	
RIVERTON, C.L. (U.S.E.) 1935	" 354	"	40 00 30.791			1313.7 536.8	
PALMYRA, C.L. (U.S.E.) 1935	" 361	"	75 02 10.142			1110.5 312.5	
PALMYRA RANGE REAR LT., 1935	" 361	"	40 00 35.699			949.7 900.8	
PALMYRA 33 (USE) 1935	"	"	75 02 18.273			240.5 1182.6	
PHILA. SEARS ROEBUCK CO., STACK 1933	G-1751 93	"	40 00 25.838			1101.0 749.5	
TACONY, DELANEY TANK, 1935	G-3340 362	"	75 02 19.877			433.4 989.7	
		"	40 00 30.370			796.9 1053.6	
		"	75 02 27.256			471.4 951.6	
		"	40 01 51.776			936.7 913.8	
		"	75 05 55.373			646.5 776.6	
		"	40 01 26.898			1596.9 253.6	
		"	75 01 45.099			1312.9 109.7	
		"				829.6 1020.9	
		"				1069.4 353.4	

1 FT. = 3048006 METER

COMPUTED BY R.R. Rudolph

DATE Oct. 20 & 31, 1947

CHECKED BY R.M. Whitson

DATE Nov. 6, 1947

M-2388-12

MAP T-8747A PROJECT NO. PH-7(46)E SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX) Acc. Pg.	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)	
TACONY, ST. VIN- CENTS SCHOOL CUPOLA, 1925	G- 3340 362	N.A. 1927	40 01 20.774 75 01 53.207			640.7	1209.8	
KEYSTONE, 1911	G- 1664 68	"	40 01 13.740 75 01 52.087			423.8	1426.8	
PHILA. H.F. DISSTON- & SONS CO. SQUAT BL. WATER TANK, 1933	G- 1751 95	"	40 01 11.227 75 02 21.786			346.3	1504.3	
TACONY, HENRY DISSTON & SONS BELL TOP CHIMNEY 1925	G- 3340 362	"	40 01 05.603 75 02 23.160			172.8	1677.8	
PHILA, TACONY TOR STED MILLS, STACK, 1933	G- 1751 95	"	40 01 01.381 75 02 32.544			549.2	873.6	
HOLMESBURG EMANUEL CHURCH SPIRE, 1933	G- 1751 92	"	40 02 34.08 75 01 25.19			42.6	1808.0	
TORRESDALE HOUND HOUSE CUPOLA, 1911	G- 3340 363	"	40 02 09.093 75 00 09.399			771.8	651.1	
WELLS 2, 1911	G- 3340 354	"	40 01 08.524 75 00 18.117			1051.1	799.5	
FEELER-1938	G- 1664 56	"	40 03 56.843 75 04 13.113	Falls off sheet		597.2	825.2	
SHAW- HOLMESBURG 1913	G- 1664 56	"	40 03 56.843 75 04 13.113	Falls off sheet		280.5	1570.1	
HOLMESBURG SIGNA- TURE HOSIERY CO. TANK, 1935	G- 3340 362	"	40 02 00.007 75 01 29.890			222.8	1199.7	
PHILA. HOME FOR INDIGENTS, STACK 1933	G- 1751 94	"	40 01 41.169 75 01 08.911			262.9	1587.7	

1 FT. = 3048006 METER
COMPUTED BY: H.R. Rudolph
CHECKED BY: R.M. Whitson
DATE Oct. 30 & 31, 1947
DATE Nov. 6, 1947
M-2368-12

MAP T-8747-A PROJECT NO. PH-7(46)E SCALE OF MAP 1:10,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX) ACC. Pg.	DATUM	LATITUDE OR 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
HOUSE OF CORRECTION, No. 3	No. 3340	N.A. 1927	40 01 30.305			934.7 915.9	
SUB STATION HOUSE OF CORRECTION, No. 3, 1935			75 00 52.838			1252.9 169.8	
Philadelphian, Exide Co., stock, 1933			40 09 75 00 7			932.5 918.1	
Philadelphian, Exide Co., water tank, 1933						1243.6 179.1	
Philadelphian, Sears Roebuck Co., flag pole, 1933							
Philadelphian, Rapid Transit Co., water tank, 1933							
Philadelphian, L.H. Dillmer Co., water tank, 1933							
Philadelphian, L.H. Dillmer Co., water tank, 1933							
Palmgrove, Episcopal Methodist Episcopal Church, 1935							
Mon. No. 2880, NJGSC							
Mon. No. 2881, "							
Mon. No. 2882, "							
Mon. No. 2883, "							
Mon. No. 2884, "							
Bridgeway, St. Dominic Church, Spring 1933							

U. S. COAST AND GEODETIC SURVEY

WASHINGTON, D.C.

63-VH

9 March 1948

To : Officer in Charge
Baltimore Photogrammetric Office
U. S. Coast and Geodetic Survey
518 East 32nd Street
Baltimore 18, Maryland.

Subject: Control Station Name

In reply to your letter of 5 March, the names of the two intersection points in question should be carried as shown on the geographic position list. Unfortunately there are some discrepancies in names of intersection stations in our files as shown in the descriptions and the geographic positions. The accepted form in the order given is the name of the town, identifying company or other name, type of building or structure, and the actual point observed. The names of marked stations should be followed exactly as shown.

J. H. Hawley
Acting Director

Horizontal Control to be shown on T-8747A

Stations

1. Frankford, Charles Lennig Co., chimney, 1925
2. Frankford, " " " standpipe (USE), 1925
3. Riverton Light, 1935
4. Riverton C.L. (USE), 1935
5. Palmyra Range Front Light, 1935
6. " " Rear " 1935
7. " , C.L. (USE), 1935
8. " 33 (USE), 1935
9. Philadelphia, Sears Roebuck Co., stack, 1933
10. " , " " " , flag pole, 1933
11. " , H. F. Disston & Sons Co., squat black water tank, 1933
12. " , Tacony Worsted Mills, stack, 1933
13. " , Holmesburg Emanuel Church, spire, 1933
14. " , Home for indigents, stack, 1933
15. " , Exide Co., stack, 1933
16. " , " " , water tank, 1933
17. " , Rapid Transit Co., water tank, 1933
18. " , L. H. Gilmer Co., stack, 1933
19. " , " " " , water tank, 1933
20. " , Quaker City Rubber Co., water tank, 1933
21. " , International Shoe Co., stack, 1933
22. " , All Saints Church, spire, 1933
23. " , Fittler Rope Co., stack, 1933
24. " , " " " , water tank, 1933
25. " , J. W. Watson Co., stack, 1933
26. " , Frankford Arsenal, northeasterly twin stack, 1933
27. Palmyra, Riverton-Palmyra Water Co., larger standpipe, 1933
28. Frankford Pumping No. 2, 1925
29. Pump, 1933
30. Riverton Wharf 2, 1911
31. Tacony, Delaney Tank, 1935
32. " , Henry Disston & Sons, bell top chimney, 1925
33. " , St. Vincents School, cupola, 1925
34. Keystone, 1911
35. Wells 2, 1911
36. Holmesburg, Signature Hosiery Co., tank, 1935
37. House of Correction 3, 1935
38. Palmyra, Epworth Methodist Episcopal Church, spire, 1935
39. Mon. No. 2880, NJGSC
40. " " 2881 "
41. " " 2882 "
43. " " 2883 "
44. " " 2884 "
45. Torresdale, Round House, cupola, 1911
46. Bridesburg, St. Dominic's Church, spire, 1933

Stations

1. Delair Range Rear Light, 1946
2. " " Front " , 1946
3. Stack, 1946
4. Stack, 1946

Review Report T-8747A
Shoreline Map Manuscript
March 6, 1951

61. General:

This survey furnished detailed shoreline information for T-8747C (1950) 1:20,000.

62. Comparison with Registered Topo Surveys:

For the areas in common, this survey supersedes:
T-168(1843) 1:10,000
T-2144(1885) 1:2,400
T-1934(1888) 1:1,200
T-1993(1890) 1:9,600
T-1993a (1911) 1:10,000
T-3377 (1912) 1:20,000 for nautical charting purposes.

This survey also supersedes T-6395 (1935) 1:10,000 and T-6496 (1935) 1:10,000 except for offshore features: stone and gravel spoil banks, low waterline.

63. Comparison with Maps of Other Agencies:

Germantown, Pa.-N.J. (1894) 1:62,500

64. Comparison with Contemporary Hydro Surveys:

None

65. Comparison with Nautical Charts

No. 296 8/14/50 1:40,000

The clearances of the Tacony-Palmyra Bridge should be corrected. T-8747A should be applied to this chart when it is reconstructed. Additions and changes made during review are shown in red on the manuscripts.


66. Adequacy of Results:

This map complies with national map accuracy standards.

68. Field Edit:

Information obtained by the Field Edit Party in June and July 1950 for T-8747C was also applied to this survey.

Reviewed by:


John L. Rihn, Cartographer

Approved:

S. V. Lippin
Chief, Review Section
Div. of Photogrammetry

H. C. Edmonson
Chief, Nautical Chart Branch
Division of Charts *gm*

A. J. Reading per S. V.
Chief, Div. of Photogrammetry

H. C. Edmonson
Chief, Div. of Coastal Surveys
18 H.

NAUTICAL CHARTS BRANCH

SURVEY NO. T8747 a&c

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.