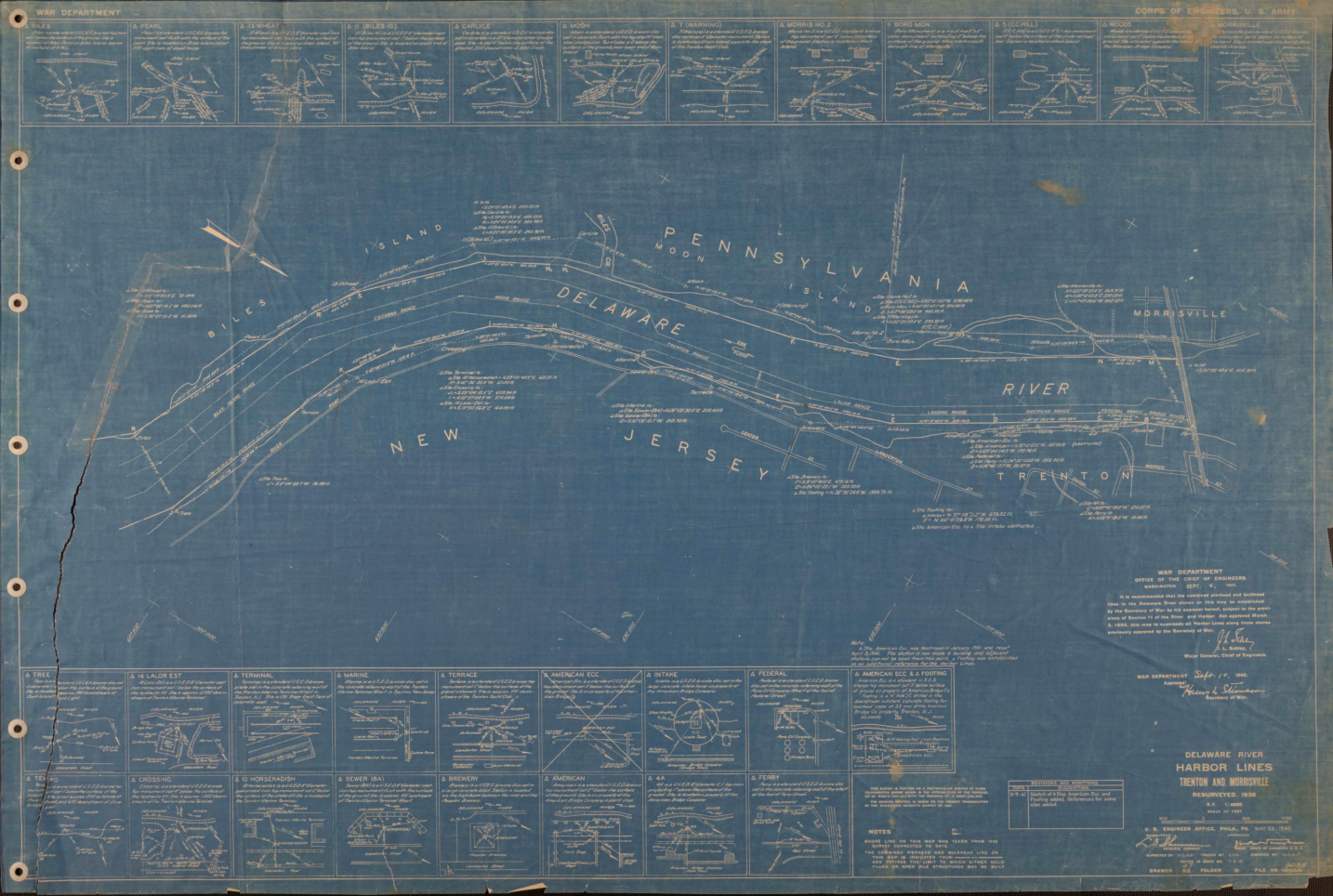
WAR DEPARTMENT

CORPS OF ENGINEERS, U. S. ARMY



WAR DEPARTMENT
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON (SEPT. 19, 1940)

It is recommended that the combined pierhead and bulkhead lines in the Delaware River shown on this map be established by the Secretary of War to fix seaward bound. subject to the provisions of Section 11 of the River and Harbor Act approved March 2, 1899, also may be supersede all Harbor Lines along those shown previously approved by the Secretary of War.

J. L. Schley,
Major General, Chief of Engineers.

WAR DEPARTMENT Sept. 19, 1940.
Approved:
Secretary of War.

Note: The American Ecc. was destroyed in January 1941 and razed April 6, 1941. The station crane made a building and adjacent shelving cannot be used from this point, a facility was established at an additional location, No Dock, Inner Lines.

NOTES

SHORE LINE ON THIS MAP WAS TAKEN FROM 1920 SURVEY, CORRECTED TO 1935.

THE COMBINED PIERHEAD AND BULKHEAD LINE ON THIS MAP IS INDICATED THUS ——— IT CONSTITUTES AND DEFINES THAT LIMIT TO WHICH EITHER SOLID PILES OR OPEN PILE STRUCTURES MAY BE BUILT.

THE SURVEY IS PLOTTED ON A PROTRACTED SYSTEM OF PLANE RECTANGULAR SHORE LINES IS THE INTERSECTION OF THE PARALLEL OF NORTH LAT. 40° WITH THE MERIDIAN OF 74° WEST (WASHINGTON) OF THE COASTAL AND GEODETIC SURVEY OF 1880.

REVISIONS AND ADDITIONS	
DATE	DESCRIPTION
3-9-41	Pacific Coast Dk, American Ecc and Mooring piles. References for same also added.

DELAWARE RIVER
HARBOR LINES
TRENTON AND MORRISVILLE
RESURVEYED 1939

R.F. 1:4800
SCALE OF FEET
600 0 600 1200

U. S. ENGINEER OFFICE, PHILA, PA. MAY 23, 1940

APPROVED:
Major, Corps of Engineers U.S.A.

SURVEYED BY [illegible] TRACED BY [illegible] CHECKED BY [illegible]
NOTES IN BOOK NO. [illegible]

DRAWER 212 FOLDER D FILE NO. 1940-B